

CIVIL AIR PATROL

November-December 2006



Volunteer

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CAP Chooses First Female
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QUISITIVE

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I'M COURAGE

Holly G. Burzinski

B.S. in Aeronautics & Management, 2000
Corporate Pilot, Atlantic Northeast Charter, Inc.
in the cockpit of her Citation 550 series aircraft.

I'M PREPARED

I'M DRIVEN

I'M PROACTIVE

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OUS

ER

I'M INSPIRATIONAL

QUATE

ACTIVE

I'M FUNNY

I'M MOTIVATING

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SUBSCRIPTIONS

The annual subscription rate is \$25. To subscribe, mail a check to *Volunteer* Subscriptions, CAP Public Affairs, 105 S. Hansell St., Bldg. 714, Maxwell AFB, AL 36112-6332.

ON OUR COVER

The poster, "Eyes of the Home Skies," presents an iconic image of World War II-era CAP. Discover more about CAP's heritage in this special issue, dedicated to CAP's 65th anniversary. A 30-page special section begins on page 15.



On Dec. 1, 2006, Civil Air Patrol will celebrate its 65th anniversary. This is a great time to reflect on how much our volunteers have achieved in their first 65 years of national service.

The CAP members of 1941 were a heroic breed — men and women who served their country by sinking or chasing away German submarines off America's East and Gulf coasts. As a result of their bravery, patriotism and tenacity, CAP subchasers effectively thwarted German U-boat attacks and, in the process, saved countless lives.

Today, CAP handles 95 percent of inland search and rescue missions, with approximately 75 lives saved each year. Our members are generally the first on the scene transmitting satellite digital images of the damage within seconds around the world and providing disaster relief and emergency services following natural and manmade disasters, including such phenomena as 9/11, Hurricane Katrina, Texas and Oklahoma wildfires, tornadoes in the south and central U.S., North Dakota flash flooding and the October 2006 earthquake in Hawaii, as well as humanitarian missions along the U.S. and Mexican border.

In addition, CAP members are dedicated to counterdrug reconnaissance and to teaching a new generation about aerospace and its impact on our future. And our cadet programs ensure our youth receive some of the finest leadership training the nation has to offer.

Unlike our founding CAP fathers, many of whom flew their own airplanes and performed life-threatening missions without any formal training, our 56,000-plus members are now provided with top-notch, year-round professional development training opportunities and with aircraft equipped with the most advanced technologies available for search and rescue.

During our yearlong anniversary celebration, CAP will conduct grassroots observances in local communities designed to heighten public awareness of our Missions for America. As we launch this special marketing campaign, I extend congratulations to all of our volunteers — both past and present — for their vision, commitment and sacrifices that made these missions possible. I salute each of you — the heart and soul of Civil Air Patrol!

Semper vigilans!

SOUTH DAKOTA WING BOOSTS DEDICATION OF VIETNAM WAR MEMORIAL

Sixty South Dakota Wing members assisted with the dedication of South Dakota's Vietnam War memorial in mid-September, an event that drew approximately 32,000 to the Capitol grounds in Pierre, S.D. Volunteers provided escort and ceremonial services for dedication of the memorial, a private ceremony for family members of South Dakotans who were killed or missing in action during the war, public rides in three restored Vietnam-era UH-1 Iroquois "Huey" helicopters and a parade led by a "Huey" and approximately 250 motorcycles. Six wing members who are Vietnam veterans also manned a CAP parade float, a replica of a historic CAP Cub built by members of two squadrons.



CAP Supporter Recognized with Honorary Membership

Delford M. Smith, founder and owner of Evergreen International Aviation, was recently presented an honorary membership in Civil Air Patrol in recognition of his long-standing support. The presentation was made during a special event held at Evergreen Aviation Museum in McMinnville, Ore. CAP holds wing and region events at the museum and is currently developing 25 acres of land behind the facility for outdoor survival and ground team training.

Courtesy of The News Register, McMinnville, Ore.



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ON THE WEB

Go to www.cap.gov daily for squadron and wing news.

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CIVIL AIR PATROL



volunteer

Celebrating Our 65th Year of National Service



As we were proposing the shift from a newspaper to a magazine back in early 2005, I was asked, “What will be the purpose of the *Civil Air Patrol Volunteer*?” The answer was simple: To tell the story of our members — write about their dedication, commitment, character and accomplishments — and describe in words and imagery what it truly means to serve this great country of ours in the Civil Air Patrol. It was to give those people who are not CAP members a chance to read about the wonderful things our members do every day and, in the process, help them to identify with the personal rewards our members experience. Better yet, how wonderful it would be if they ultimately decide to become a part of the CAP team.

As we wrap up our first publication year, I believe we achieved our goal. The stories have been captivating and varied. From the incredible successes associated with our disaster relief efforts during the 2005 hurricane season to this issue’s pictorial celebration of CAP’s 65 years of service to America — we captured the heart and soul of our volunteers in action and we showed our readership who these everyday heroes really are. I’m also happy to report our membership has stabilized and may be on the verge of an increase.

For our readers who are not members, future issues of the *Civil Air Patrol Volunteer* will continue to bring you stories of everyday people who are out there building character, getting involved and making a difference in your community. They will be stories about your neighbors — the same people who fill your prescriptions at the local drug store; who teach in your schools; who work in your doctor’s office; who mow your lawn; who serve your food; who work in your factories; and who own and support your small businesses. We hope you find these stories insightful and entertaining. Better yet, we hope they inspire you to join the CAP ranks!

I invite you to attend the next weekly meeting of your local unit and see what your neighbors are working on. To find out how you can get involved, become a better leader, mentor our youth and ultimately enrich our great nation by being a CAP volunteer, please go to www.cap.gov or call (800) FLY-2338.

To all CAP members, thank you for your sacrifice and dedication, and I challenge you to share this magazine with as many nonmembers as possible. Use it as the recruiting tool for CAP’s future.

Don Rowland
Executive Director



*To find out
how you can
get involved,
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leader, mentor
our youth and
ultimately
enrich our great
nation by
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volunteer, go to
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2007 National Cadet *Special Activities*

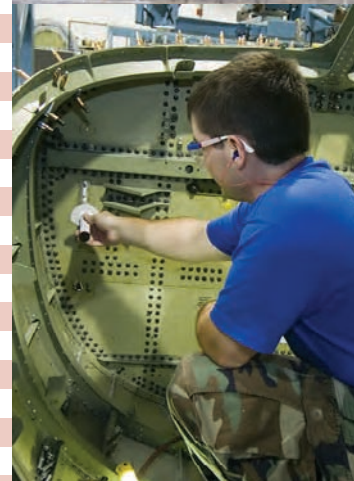
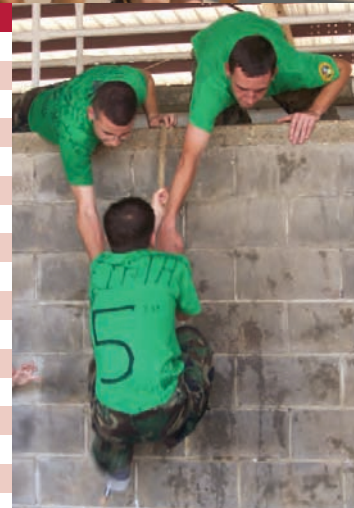
Reference Chart

Activity	Location	Date	Fee
Advanced Technology Academy	Peterson AFB, Colo.	July 21-28	\$350
Aerospace Education Academy	Oshkosh, Wis.	July 8-15	\$260
Aircraft Manufacturing & Maintenance Academy	Independence, Kan.	June 17-24	\$260
Airline Careers Exploration	Denver, Colo.	July 14 - 21	\$240
Specialized Undergraduate Pilot Training Familiarization	Columbus AFB, Miss.	July 7-14 #1	\$230
Specialized Undergraduate Pilot Training Familiarization	Columbus AFB, Miss.	July 14-22 #2	\$230
Specialized Undergraduate Pilot Training Familiarization	Laughlin AFB, Texas	June 17-23	\$165
Air Force Pararescue Familiarization	Kirtland AFB, N.M.	June 22-29	\$160
Air Force Space Command Familiarization	Patrick AFB, Fla.	July 28 - Aug. 5	\$175
Air Force Space Command Familiarization	Peterson AFB, Colo.	July 15-21	\$160
Air Force Space Command Familiarization	Vandenberg AFB, Calif.	July 16-20	\$160
Air Force Weather Agency Familiarization	Offutt AFB, Neb.	July 16-23	\$170
Civic Leadership Academy	Washington, D.C.	Feb. 24 - March 3	\$250
Cadet Officer School	Maxwell AFB, Ala.	June 18-28	\$200
Engineering Technologies Academy	Auburn University Auburn, Ala.	July 14-21	\$215
Engineering Technologies Academy	Wright State University Dayton, Ohio	July 14-21	\$215
Hawk Mountain Search and Rescue School	Hamburg, Pa.	July 7-15	\$125
Honor Guard Academy New	McDaniel College, Westminster, Md.	July 8-22	\$550
Honor Guard Academy Returning	McDaniel College, Westminster, Md.	July 8-22	\$500
Honor Guard Academy Staff	McDaniel College, Westminster, Md.	July 8-22	\$375
International Air Cadet Exchange	Worldwide	July 14 - Aug. 1	\$250
National Blue Beret	Oshkosh, Wis.	July 18-30	\$200
National Cadet Competition	Dayton, Ohio	June 28 - July 2	
National Flight Academy Glider	Fort Collins, Colo.	July 14-29	\$850
National Flight Academy Glider	Mattoon, Ill.	June 22-30	\$850
National Flight Academy Powered	Camp Ashland, Neb.	June 14-28	\$850
National Flight Academy Powered	Muskogee, Okla.	July 6-14	\$850
National Flight Academy Powered	Oshkosh, Wis.	June 9-18	\$850
National Flight Academy Powered	Ft. Pickett, Va.	July 6-15	\$850
National Emergency Services Academy (NESA)	Camp Atterbury, Ind.	July 7-21	
		Nov. 1 - Dec. 31	\$160
		After Jan. 1	\$175
National Ground Search And Rescue (NGSAR) School (Basic 1)		July 8-14*	
NGSAR School (Basic 2)		July 15-21*	
NGSAR School (Advanced 1)		July 8-14*	
NGSAR School (Advanced 2)		July 15-21*	
NGSAR School Team Leader Course		July 14-21*	
NGSAR School (First Responder Course 1)		July 8-14*	
NGSAR School (First Responder Course 2)		July 15-21*	
Incident Command System School (Basic)		July 8-14*	
Incident Command System School (Advanced)		July 15-21*	
Mission Aircrew School (MAS) Basic Course		July 14-21*	
MAS Advanced Course *New* (If enrollment justifies running)		July 8-14*	
NESA Staff		July 7-21	\$45

All NESA events allow cadet and senior member participation and staffing.

* Nov. 1–Dec. 31, \$160; Jan. 1, \$175

Click on www.cap.gov/ncsa for more information.



State of the Organization

Members
Recognized
By National
Commander
for Job
Well Done

By Kimberly Harper

"Since last year, our organization has done a tremendous job nationwide," reported Civil Air Patrol National Commander Maj. Gen. Antonio J. Pineda in his State of the Organization address.

In addition to homeland security missions for the Air Force, CAP conducted 2,507 search and rescue missions, saving 73 lives; helped fight the war on drugs; and provided hurricane relief.

The national commander applauded the organization's 56,000 members for their performance: "Congratulations! That is great work for the country," he said.

CAP's hard work has not gone unnoticed, Pineda added. 1st Air Force Commander Maj. Gen. M. Scott Mayes recently praised CAP for its role in homeland security.

"The Air Force can't be more proud of us," Pineda said.

Photo by Jim Tynan, CAP National Headquarters



Civil Air Patrol National Commander Maj. Gen. Antonio J. Pineda addresses banquet attendees during CAP's 2006 Annual Conference in Reno, Nev.

Pineda also congratulated members for receiving two prestigious awards — a Jimmy Doolittle Fellow Award from the Air Force Association and a Summit Award from the American Society of Association Executives and The Center

for Association Leadership's Associations Advance America Committee. The Doolittle award paid tribute to the organization's search and rescue efforts, while the Summit Award heralded CAP's efforts in the aftermath of hurricanes Katrina and Rita.

In addition, the national commander praised CAP's Southern Public Relations Federation awards presented for outstanding work in nine categories. Several of the awards recognized various aspects of CAP's new magazine, the *Civil Air Patrol Volunteer*. "With introduction of the publication in January, the organization's visibility nationwide continues to increase," he said.

CAP added new courses to its training initiatives this year, Pineda reported, including an operations security course designed to boost members' mission savvy. CAP also implemented an online training program. "We want to give you more tools to make your life easi-



The Pacific Region color guard, including, from left, cadets David Hubbard and Top Vance, Niko Arranz and Elena Lazo present the colors before the start of the general assembly during CAP's 2006 Annual Conference in Reno, Nev. Approximately 800 CAP members attended this year's conference.

er,” Pineda said of the professional development initiatives.

Through learning labs offered during the conference, members further improved their knowledge by more traditional means. They were able to choose from more than 50 seminars covering such topics as disaster relief, homeland security, drug demand reduction, communications, safety, aerospace education, cadet programs, public relations and information technology.

To aid members in performing disaster relief, emergency services

and homeland security missions for America, CAP has secured 52 new Cessnas equipped with cutting-edge glass cockpits and 20 more have been ordered. Another major initiative on the horizon is the replacement of repeaters and radios; approximately \$8 million worth will be distributed in the near future.

Other initiatives included introduction of an updated CAP uniform; a new photo identification card; the wing banking program, which will improve fiscal accountability nationwide; and an award-

winning CAP multimedia Web site — www.capchannel.com. In addition, aerospace education introduced two new curricula — “Aerospace Education for the Very Young” and “Aerospace Education for Senior Members.” Also, a national holding squadron was put into place for university students who are away from their home units and do not have the time to stay active.

“This way we keep cadets in the CAP family, and we can have them as mentors later on for new cadets,” said Pineda. ▲

Courter in Session

First Female Vice Commander Ready to Serve

Livingston Composite Squadron cadets Chris Callaway, left, Stacy Hopkins, Nathan Ackman and Brian Bigelow stand with Civil Air Patrol National Vice Commander Brig. Gen. Amy Courter at the Livingston County Airport in Howell, Mich., where the squadron is based.



Capt. Steve Cassani, Michigan Wing

Whether she's flipping burgers for cadets at an encampment or speaking with luminaries like Colin Powell in Washington, D.C., Civil Air Patrol's first female vice commander is definitely committed to the organization.

Brig. Gen. Amy Courter was elected to the post recently during CAP's National Board meeting in Reno, Nev., an occasion she'll never forget.

But she's not the type of person to celebrate. There's too much to do, and she can't wait to start.

“The things that are most important to me are getting a chance to know the members and having a larger purview — a larger net to cast for ideas and opportunities. It feels great to work hard and smart and to know we’re making a difference,” said Courter.

Courter is already working to fulfill her campaign theme “The Time Is Now.”

Recently, she capped a 20-year career as a technology executive at Valassis, a global billion-dollar marketing services company based in Livonia, Mich., to give her more flexibility to assist CAP National Commander Maj. Gen. Antonio J. Pineda.

Courter said Pineda’s goals for CAP are similar to her own, and this realization inspired her to seek the nomination for vice commander.

“We may have different ways of getting the job done, but we both want to see CAP strengthen itself for the future and to see our volunteers get more value out of the time and money they invest with us,” she said.

Courter’s vision for CAP includes helping improve recruitment and retention, professional development recognition, internal and external marketing, communication and teamwork. She initiated a Web site, www.capsfuture.com, to explain these objectives in detail.

“This is history in the making for

Civil Air Patrol. Never in its 65-year history has a woman been selected to serve in a national command position. I’m excited for Amy and I’m excited about what this means for the future of Civil Air Patrol,” said Pineda.

“Her qualifications are outstand-

ing — both as a successful corporate executive and as a longtime CAP member,” he added. “I look forward to working with her to ensure Civil Air Patrol remains one of the most outstanding, all-volunteer humanitarian organizations in America.” ▲

The Courter File

- Graduated from Kalamazoo College in Michigan, where she earned her bachelor’s degree in psychology with secondary school teaching certification in psychology, computer science and mathematics.
- Joined CAP in 1979; served as squadron, group and Michigan wing commander after serving as second in command at each level.
- During her tenure as wing commander, the wing received all four of the Great Lakes Region’s national program awards (aerospace education, counterdrug, disaster relief and search and rescue).
- Served as chair of the national professional development and infrastructure committees, and was also a member of the cadet programs committee.
- Served as senior adviser to the CAP National Cadet Advisory Council.
- Founded and commanded the Michigan Wing Legislative Squadron. Under her leadership, Michigan became the second wing in the nation to have all congressional legislators join CAP.
- Helped found and directed the nationally recognized CAP Civic Leadership Academy; has brought cadets to Capitol Hill for more than a decade, allowing them to participate in the legislative process.
- Received numerous CAP honors, including the Distinguished Service Medal with two clusters, the National Commander’s Commendation and the Exceptional Service, Meritorious Service and Commander’s Commendation awards.

National Board and Annual Conference

CAP T-34 Mentors fly in formation in this vintage photo adorning a banquet table at the Annual Conference.



Retired Air Force Lt. Gen. Charles J. Searock Jr., a CAP Board of Governors member and keynote speaker at the Annual Conference banquet, addresses the audience.



Photos by Neil P. Probst and Jim Tynan, National Headquarters



CAP National Commander Maj. Gen. Antonio J. Pineda shakes hands with F. Ward Reilly Leadership Award winner Capt. James P. Stephens of the New Mexico Wing.

CAP National Commander Maj. Gen. Antonio J. Pineda, left, and cadet Aaron Angelini, right, National Cadet Advisory Council chairman and a member of the Illinois Wing, snap brigadier general epaulets on Brig. Gen. Amy Courter, the newly elected national vice commander.



Celebrate CAP's Past, Embrace Future



Lt. Col. Joe Abegg, the CAP national commander's adviser for emergency services, speaks about current ES projects during a learning lab.



CAP National Commander Maj. Gen. Antonio J. Pineda, newly elected National Vice Commander Brig. Gen. Amy Courter and Cessna Aircraft Co. representative Bruce Jones cut the 65th anniversary cake during the Annual Conference.

A CAP cadet lands his aircraft on a carrier while playing Abacus' "Flight Deck 4" in Exhibit Hall.



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Honor Overwhelms Senior Member of the Year

Surprise, Surprise, Surprise

The aviator often works at his paying job until midnight. But on the way home, the phone might ring for the volunteer to fly a search for a missing aircraft.

He doesn't get much time off from his work as an instructor pilot either — only about eight weekends per year.

But he enjoys his job running a simulator and ground school, and he really, really loves being a Civil Air Patrol volunteer.

Lt. Col. James Zoeller's passion throughout his 37-year CAP career received much-deserved recognition during the 2006 Annual Conference held recently in Reno, Nev., where he was named Senior Member of the Year.

The honor followed decades of service during which Zoeller implemented the Texas Wing Emergency Services Resource Management System, the wing's very first Check Pilot Standardization Course and the Mission Pilot-Check Pilot Standards and Standardization Course.

“It is very gratifying that National Headquarters recognizes the grunts who fly the missions, do the night-time emergency locator transmitter searches, utilize corporate aircraft and fly the CAP and Air Force ROTC cadets,” he said.

When Zoeller says “grunt,” he speaks from experience. The Vietnam veteran draws on his experience in Southeast Asia in his work with CAP.

“My confidence and leadership really took hold there,” said Zoeller, who, as an Army cavalry platoon commander, was “under fire and under pressure” often in Vietnam, but fortunately never hit.

Commanding three tanks, seven armored personnel carriers and many troops who risked their lives daily, Zoeller said he learned decisiveness and responsibility quickly and thoroughly.

After returning from Vietnam, Zoeller joined CAP in 1969. Still leading a tank company in the Army, he nevertheless began a career of volunteer CAP service that has satisfied him fully to the present day.

Zoeller's CAP service reflects a balance between emergency service missions and dedication to cadets.

In 2003, he served as an incident commander on the Space Shuttle Columbia recovery mission. Last year, he was soaring above the Lone Star State assisting with fire-watch missions.

Since 1976, Zoeller has volunteered as a flight instructor at 15 Texas Wing flying academies for cadets, where he soloed nearly 50 youths.

The Fort Worth Senior Squadron commander said he really treasures his experiences.



Lt. Col. James Zoeller stands with Civil Air Patrol National Commander Maj. Gen. Antonio J. Pineda after receiving his CAP Senior Member of the Year award in Reno, Nev.

“CAP is a very strong part of my life. What keeps me in CAP is my personal knowledge that I’ve done a good job,” he said.

Zoeller said he realizes and appreciates that his work is part of a team effort.

“I have great respect for my peers and it’s mutual. I really enjoy the comradeship and fellowship with Civil Air Patrol members,” he said.

Zoeller calls his life a “delicate balancing act” between his primary job and CAP, and he’s succeeded in striking the balance.

He said, at 63, he’s slowed down some, but he’ll serve the organization until he breathes his last breath.

If CAP is blessed enough, that won’t happen until Zoeller finishes at least 37 more years of service to match the 37 already behind him. ▲

Cadet Lt. Col. David Maver prepares for a physical training test during CAP's Pararescue Orientation Course at Kirtland Air Force Base in Albuquerque, N.M.

Photo by Maj. Arnold Stocker, Florida Wing

David's Goliath

Youth Conquers Disease, Becomes Cadet of the Year

He injects insulin morning, noon and night and monitors his blood sugar 24 hours a day. It's a routine that might dampen the heart of any diabetic, but Civil Air Patrol Cadet of the Year David Maver has gone face to face with the disease and told it that it will not impede him.

Diagnosed in 2001, the 18-year-old New Jersey Wing cadet recently returned from Reno, Nev., where he accepted the honor bestowed on just one of more than 22,000 cadets each year.

Maver, a cadet lieutenant colonel, has seized every cadet opportunity he could in CAP, no matter how intense, from the New Jersey Wing's ground search and rescue school to Hawk Mountain Search and Rescue School to the Pararescue Orientation Course.

He uses diabetes to show other cadets they can participate in any camp, regardless of obstacles. And he educates his peers about the disease as a camp instructor at Hawk Mountain.

"If I see a cadet with diabetes or something like that, I always tell them they can do a lot more. I'm definitely a proponent of not hiding in the shadow of a disease

or a disability. I think that's absolutely bull," Maver said.

"I actually get fed up when I see a cadet back out of an activity because they think they can't do it. That's one of the things that's always kept me going and still keeps me going," he said.

And "going" describes Maver precisely. When he isn't scaling mountains in CAP or taking part in search and rescue missions, he's helping his community as a volunteer emergency medical technician.

Maver responded to 180 incidents in 2005 while keeping a 3.72 grade point average at his high school.

Still, for him, hardly anything compares to being Cadet of the Year and getting the news by letter from CAP National Commander Maj. Gen. Antonio J. Pineda.

"I was just ecstatic. You're never ready for something like that," he said. ▲

Photo by Maj. Tom Baum, Pennsylvania Wing



Civil Air Patrol Cadet of the Year Lt. Col. David Maver teaches field medic students at Hawk Mountain Search and Rescue School in Pennsylvania about diabetes and diabetic emergencies.

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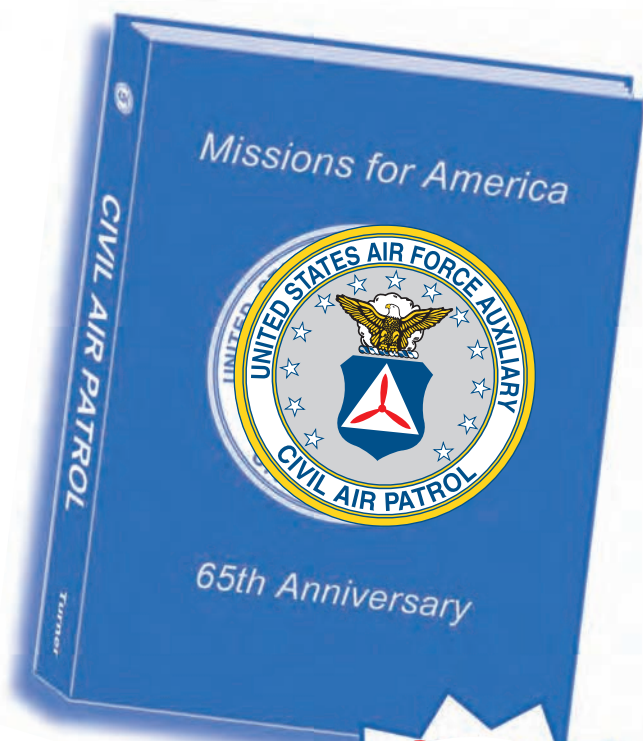
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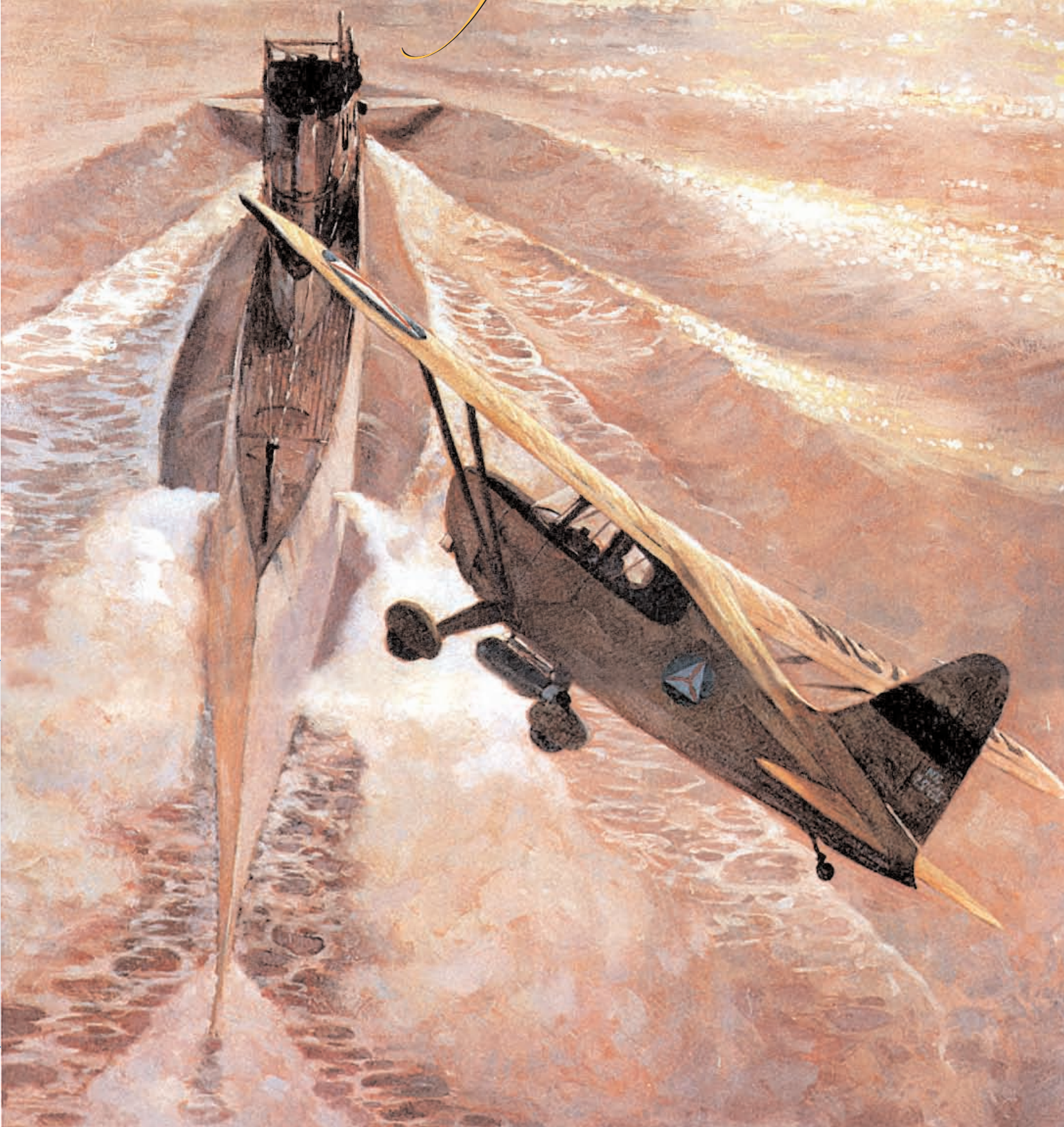
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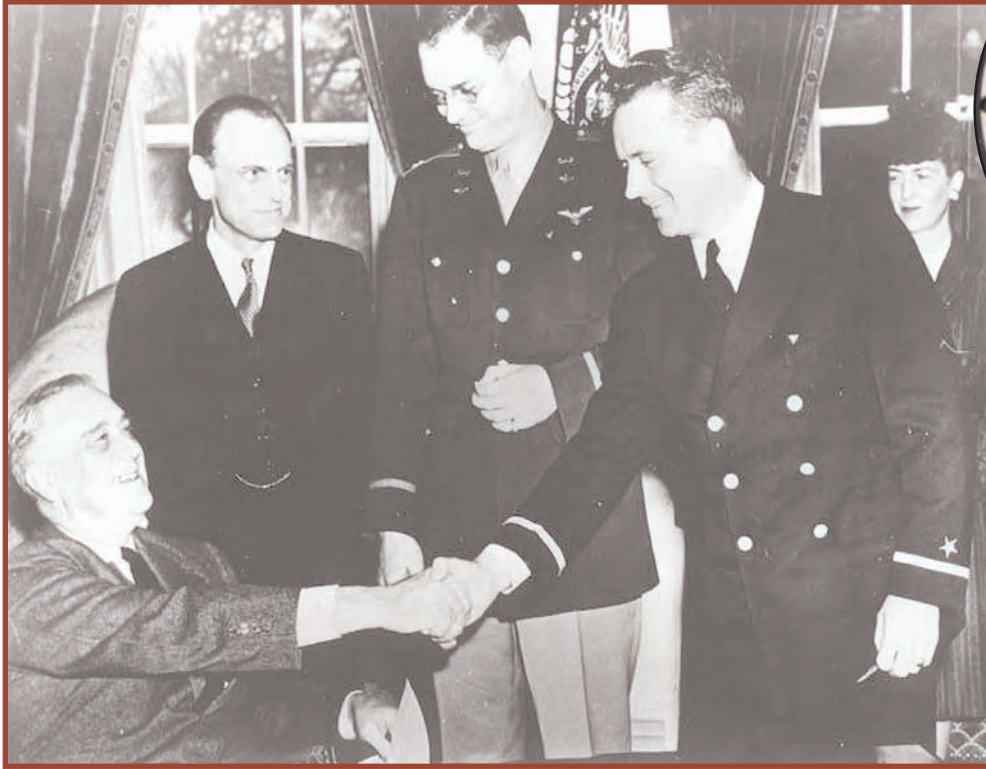


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*A Legacy of Service ...
Poised for the Future*





President Franklin D. Roosevelt presents the first two Air Medals ever awarded by the U.S. to CAP subchasers Maj. Hugh R. Sharp, center, and 1st. Lt. Edmund "Eddie" Edwards, second from right, for the heroic rescue of 1st. Lt. Henry Cross. Looking on is James M. Landis, wartime chief of the Office of Civilian Defense. By the end of World War II, CAP members had received 800 Air Medals.

After America entered World War II, German submarines began sinking ships, barges and oil tankers along the East and Gulf coasts almost at will, and the Navy and Army did not have the manpower to prevent the attacks. In one month alone, 52 ships were sunk.

In March 1942, CAP joined the war effort with formation of the Coastal Patrol, a fledgling group of volunteers led by pilots who flew their own planes at their own expense.

The men of the Coastal Patrol, the original subchasers, were an integral part of America's defenses, flying more than 50 million miles spotting and even sinking German U-boats from Maine to Mexico and saving countless survivors of airplane crashes and disasters at sea. These unsung heroes, many now in their 90s, had an important job and they performed it well ... so much so that a high-ranking German naval officer stated that the Nazi U-boats had been withdrawn from the Atlantic because of those "damned red and yellow (CAP) airplanes."

Born Out of Crisis

Coastal Patrol's Impact on World War II

by Jennifer S. Kornegay



DEPARTMENT OF THE AIR FORCE



CERTIFICATE OF HONORABLE SERVICE

BE IT KNOWN THAT

First Lieutenant Henry Edmund Phipps, 3-3-21

SERVED WITH THE ARMED FORCES OF THE UNITED STATES DURING WORLD WAR II
AS AN ACTIVE DUTY MEMBER OF THE CIVIL AIR PATROL
A VOLUNTEER CIVILIAN AUXILIARY OF THE ARMY AIR FORCES
AS A

BELLIGERENT

1ST. LT. EDMUND "EDDIE"

EDWARDS, also of Coastal Patrol Base 2, and his commanding officer, Maj. Hugh Sharp, received the first two Air Medals (given for valor in aerial flight) ever awarded by the U.S., and they were presented personally by President Franklin D. Roosevelt.

The 93-year-old clearly remembers the daring rescue of 1st. Lt. Henry Cross that earned him the medal and subchaser fame.

World War II rivals met recently during a "Reenactment Weekend" held in Reading, Pa. CAP 1st Lt. Henry "Ed" Phipps, right, who flew subchaser missions out of Coastal Patrol Base 2 in Rehoboth Beach, Del., was greeted by a German U-boat commander, actually a re-enactor from Baltimore. The two are standing before a Fairchild 24 that was flown on Coastal Patrol missions. At left, Phipps prepares to fly a subchaser mission.

1ST. LT. HENRY "ED" PHIPPS

was one of those brave volunteers, part of Coastal Patrol Base 2 in Rehoboth Beach, Del. He described a memorable anti-sub mission:

"I was flying the number two ship on a three-hour mission to escort a tanker. When our time was up, we were coming back to refuel, but we ran into a solid fog and immediately had white-out conditions where you see nothing and have no reference. I made a 180-degree turn and got out of the fog, and we got permission to land at a nearby naval air station," he said.

Phipps landed safely, but to this day he's not sure how.

"Our total elapsed flight time was 4 hours, 10 minutes," he said. "That's interesting since the planes we flew only held 40 gallons, and we allowed 10 gallons of fuel per hour. We must have landed on fumes."



Courtesy of Maj. Robert W. Turner, Delaware Wing

Past, Present and Future

Former leaders, current leaders and cadets share in the Rehoboth Beach Historical Marker ceremony held recently in Delaware. The marker commemorates Civil Air Patrol volunteers and their efforts during World War II. Standing, back row, from left, are Brig. Gen. Richard Anderson, former CAP national commander; 1st Lts. Henry "Ed" Phipps and Edmund "Eddie" Edwards, World War II subchasers; Maj. Matthew Kimbler, Sussex Composite Squadron; and Col. Russell Opland, Delaware wing commander. Front row, from left, are cadets Raymond J. Herman, Nicholas P. Romano, Matthew J. Givens, Eric Nelson, Matthew T. Zdrojewski and Walter L. Vanaman III of the Sussex Composite Squadron.

"I got the call that one of our planes was down, and Maj. Hugh Sharp asked me to go with him," Edwards said. "We had no trouble finding the crash site. We spotted a body, so we made an emergency landing and fished him out. He was alive, but we never found the other guy."

The rescue required that Edwards and Sharp land their amphibious aircraft in high seas and, in the process, they crushed a pontoon. So, to get back to base, Edwards accomplished a daring feat by climbing out onto the right wing and using his weight to level the plane so they could taxi back in.

"I was ushered into the oval office and decorated by FDR," said Edwards. "Of course, I was honored to receive the medal, but I was also so impressed with FDR."

He was the first person to receive the Air Medal, but by the end of the war 800 had been presented to CAP members, he said.

ARTHUR "TOM" WORTH, also with Coastal Patrol Base 2, knows the part he and others in Coastal Patrol played was significant.

"The German subs were awful. They went up and down the coast sinking anything they could," he said. "Our military had practically no planes at that time, so the Coastal Patrol was organized. If we spotted a sub, we radioed it to base and they sent military planes out to hunt it."

It wasn't just pilots joining Coastal Patrol, he added.

"Many people were willing to volunteer, younger guys like me, and older ones too, even in their '60s," Worth said. "There were also excellent mechanics who kept the

planes in the air and radio operators."

LT. COL. MARTIN MILLER wasn't on sub patrol long, but believes he — and the program in general — made an impact. "I was a lieutenant in the Naval Air Force, and in 1942 I was home on leave from China for 30 days," he said. "I had joined CAP at its founding in 1941, so while on leave, I flew sub patrol missions along the Atlantic Coast out of Flushing Airport in New York. I never spotted anything personally, but I know we were doing good."

Miller reported back to the Navy and served on an aircraft carrier for six years.

After the war, he attended medical school and is now the medical officer for the Arizona Wing.

Courtesy of Maj. Robert W. Turner, Delaware Wing



Arthur "Tom" Worth attended a recent reunion of Coastal Patrol Base 2 volunteers in Rehoboth Beach, Del.

"The Nazis were right off our shore, just lying in wait. It was like a shooting gallery, absolute havoc that cost us millions of dollars ... and many lives."

Lt. Col. Buddy Harris

LT. COL. BUDDY HARRIS, having earned his pilot's license at the age of 15, enlisted in the Army Air Corps at 17 and was accepted into pilot training. But a decision from Gen. Hap Arnold changed his fate.

"Arnold issued an order that no one under 18 was to go into pilot training. Instead, I



Maj. Gen. Antonio J. Pineda, left, briefs Lt. Col. Buddy Harris for a mission flight on his 60th anniversary of service to CAP.

was assigned to CAP's Coastal Patrol," he said.

As a member of the New York Wing, Harris flew missions along the Atlantic Coast for six months before being re-assigned.

"We did such a fabulous job of frightening the Nazi submarine wolf packs away, I started flying other missions, like searchlight detection flights and target towing for aerial gunnery training," he said. "What we did during sub patrol was vital, though. The Nazis were right off our shore, just lying in wait. It was like a shooting gallery, absolute havoc that cost us millions of dollars of essential war supplies and many lives. But the thing that subs

Courtesy of CAP Historical Foundation



Stephen "Steve" Patti, who served CAP at Coastal Patrol Base 12 in Texas, says his CAP service changed his life.

fear most is an airplane. They immediately dive and leave, and we frightened many away."

1ST. LT. STEPHEN "STEVE" PATTI, a part of Coastal Patrol Base 12 in Texas, began as a mechanic.

"I wanted to be a part of the war effort, so when I heard about the formation of the Civil Air Patrol, I signed up. All planes were grounded in California where I was, so they sent me to Texas, and we set up a base at Brownsville Municipal Air-

port."

He explained how their sub patrol got off to an exciting start.

"The base was about 20 miles from the ocean, but two pilots flew down to look over the port. As a merchant ship was going out, they spotted a German sub," he said.

The sub saw the plane too, and when it attempted to dive in the shallow water, it got stuck.

"The plane radioed back to the airport. We called the nearby Air Force training base, but they didn't have any bombs. They called the Naval Air Station at Corpus Christi, and they didn't have any bombs. By the time we found some, the sub had wiggled its way free, but at least it was scared off. Those pilots saved that merchant ship," Patti said.

During the war years, Patti flew many times as an observer on convoy and border patrol missions and was promoted to the rank of first lieutenant. He said Coastal Patrol and CAP changed the course of his life.

"I joined the Air Force Reserve while still on CAP Coastal Patrol duty in Texas. I got my pilot's license while in the Air Force, and after the war, I started flying. I've made a living in the aircraft industry as a flight instructor, and in 2001 I joined CAP again."

"I've gotten so much from CAP, my livelihood even. It has meant so much to who I've become," he said. ▲

Editor's note: CAP National Historian Col. Lenny Blascovich contributed to this story.



1st Lt. Harold Walling of Coastal Base 17 at Suffolk, Long Island, N.Y., stands on the shore in CAP Coastal Patrol gear. Walling was among many brave CAP pilots who risked their lives during World War II while flyer subchaser missions.

Josephine Maxwell Barkley, captured in this July 3, 1944, photo, joined the Civil Air Patrol and learned to fly a Piper J-3 Cub during World War II. "I thought it was more fun than anything else," she said, adding, "You really had to rev it up to get it over those trees."



Women Flew During the War, Too

In the middle of a Kansas farm field, miles away from allied involvement in World War II, 16-year-old Josephine Maxwell Barkley learned to fly. It was an era when men were off at war and women were looking for ways to help. The Civil Air Patrol gave this Kansas teenager that chance.

Barkley was one of four children born to Otto and Clara Maxwell of Ottawa, Kan. When America entered the war in 1941, her three brothers stepped forward to serve. Though she and her family were left behind in

One of CAP's Original Cadets Remembers When

By 1st Lt. Mark L. Sageser

the heartland, her heart was with her brothers scattered around the world.

News of the war was slow in reaching the small farming community, but the exploits of her brothers' fighting, especially her youngest brother, George, and his 55 B-24 bombing missions over Italy, captured her imagination.

"I was really proud of him. Flying also added a charm to it," she said.

By 1943, Barkley had befriended a couple of aviators who were stationed at Olathe Naval Air Station in Olathe, Kan., just 30 miles northeast of Ottawa. They helped manage Connor's Field, which was then a grass strip located near Barkley's home. Barkley landed a job there checking in planes and keeping the books. One day her friends invited her for a flight.

Every chance she got, Barkley took more rides and eventually learned how to fly a Piper J-3 Cub. In early 1944 she jumped at the chance to join 20 to 25 other teenagers and adults in forming a CAP squadron in Ottawa. It was one of a handful of squadrons scattered around the Sunflower State. Their missions were to do drills and ferry an occasional airplane.

"It meant quite a lot at the time with all my brothers (off at war)," said Barkley of her involvement in the squadron.

Barkley flew many hours for her squadron, but never officially earned her pilot's license. After the war ended, the local squadron closed down and she married a sailor, William Robert Barkley, who had served as a seaman first class on a Navy submarine.

The Barkleys reside in Pomona, Kan., just 10 miles from her childhood home in Ottawa. There, they raised eight children and now enjoy 25 grandchildren, 29 great-grandchildren and seven great-great-grandchildren.

While flying a Piper Cub and serving in CAP are distant memories for the 79-year-old, she still has her CAP hat and cherishes several photos from that time. And, she and William still manage to attend air shows and keep



A meeting between two former CAP female cadets, the Air Force Thunderbirds' first female pilot, Maj. Nicole Malachowski, left, and Josephine Maxwell Barkley, was held to recognize and honor Barkley's contributions during World War II. At right is Barkley's husband, William Robert Barkley.

her passion for flying alive.

When she attended an open house recently at McConnell Air Force Base in Wichita, Kan., she got to see another former CAP female cadet guide her F-16 Fighting Falcon through aerial maneuvers. To her surprise, and only known by her family who was attending with her, Maj. Nicole Malachowski of the Air Force Thunderbirds recognized Barkley's contributions during World War II and left her with a memento of her visit — an autographed photo of the flight team.

"I think it is great what they do," said Barkley of the Thunderbirds, adding, "She (Malachowski) is a wonderful lady." ▲



The C-47 "Bluebonnet Belle" has a special place in Cadet Master Sgt. Michael Moody's heart. Planes like this one were built by women during World War II, including his great-grandmother. He recently flew in this craft and even sat at the controls while in flight.

Great-grandmother's
wartime
contributions
inspire cadet

Rosie the Riveter

By Capt. Arthur Woodgate



Mary Ida Mails Skinner and her husband, Howard Isaac Skinner Jr., are cadet Michael Moody's maternal great-grandparents. This photo was taken sometime between January and March 1942, soon after Skinner enlisted in the U.S. Navy.

To some, history is boring information trapped in dusty books and unconnected to the present. Others know the importance of history, though they feel unaffected by it. A fortunate few, however, thanks to a direct link to their origin, either through blood relation or realization that our present is shaped by past events, treasure it. Cadet Master Sgt. Michael Moody, 14, a member of the Texas Wing's Apollo Composite Squadron, is firmly planted in the

latter category.

Moody's special story dates back to World War II.

On Dec. 18, 1941, 11 days after the attack on Pearl Harbor, Moody's great-grandfather, Howard Isaac Skinner Jr., enlisted in the U.S. Navy. He served on the USS McCord and USS Bangust as a chief motor machinist's mate. After the war, he was discharged in Norman, Okla., and he returned to Kansas where his wife, Mary Ida Mails Skinner, had waited. During the war

Mary Ida worked as a riveter and packer of nitroglycerin for bombs headed overseas.

Such were the iron-willed convictions of the men and women who rose to the challenge in 1941 in answer to their nation's call.

Over the years, Mary Ida and Howard handed down their World War II stories and experiences to their children, who in turn kept them alive from one generation to the next. Moody is the youngest custodian of this oral history of hardship, uncertainty, determination and personal courage.

When there were not enough men to build airplanes, said Moody, Rosie the Riveter became a symbol for all the young mothers and women who built C-47s and DC-3s so the men could fight. Mary Ida was among those women. She even had a pin made from a rivet that perhaps cost a nickel, but to her it was like a diamond crown.

"I joined CAP because I was very interested in aviation and also the military side of it," said Moody. "When our squadron started a flight in Burnet, Texas, thanks to the Commemorative Air Force and the hangar and meeting space they provided us, I was really excited. I loved the old planes there, especially the C-47 'Bluebonnet Belle,' because my great-grandmother had been a part of Rosie the Riveter's work force."

"I always felt I needed to live up to my

great-grandmother's love and work and to keep that plane looking good and running good in any way I could," said Moody, adding, "when the Belle flies she dirties her belly and we scrub it clean."

Recently, following a Commemorative Air Force air show in Midland, Texas, Moody got the chance to ride in the Belle.

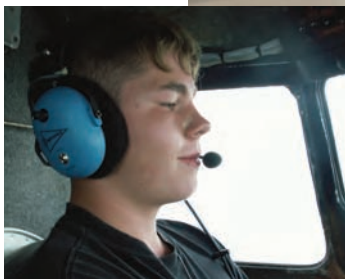
"They flew me from Midland to Burnet. It was my first ride on 'Bluebonnet Belle,' and it was even better than I thought," said Moody. "The engines made a lot of noise, but she flew like a magic carpet."

"Then one of the pilots let me sit at the controls, and I got to fly the airplane from the right seat for about 15 minutes and from the left seat for about 20 minutes. It felt almost as if I had traveled through time and was flying in the year 1941," said Moody. "When I was looking out the cockpit windows

preparing for a turn, I realized I was flying a twin-engine plane full of passengers who were sleeping and reading books in the back. I was so happy and felt so good — I never wanted that trip to end."

Upon learning about this family's involvement in war-time aviation, Maj. Pat Benoit, Group III commander, proclaimed, "Cadet Moody follows in the footsteps of his great-grandparents, a sailor and his riveter wife, who did their share during World War II and selflessly served both family and country. Cadet Moody's continued service honors his family and reflects great credit upon himself, his unit and the Civil Air Patrol." ▲

Texas Wing cadets help take care of the C-47 "Bluebonnet Belle" housed in the Commemorative Air Force facility in Burnet, Texas, which is where cadets in the wing's Apollo Composite Squadron meet.



Cadet Moody at the controls.



Charter Members' Legacy of Service

Between them, Col. Louisa Spruance Morse and Lt. Col. Ben H. Stone have devoted a total of 129 years to Civil Air Patrol. They both joined CAP in 1942, and are among the last surviving original 43,000 charter/founder members. Today, 60-plus years later, their loyalty is as strong as ever.

By Lenore Vickrey

As a civilian volunteer member of the Delaware Wing, Col. Louisa Spruance Morse served from November 1942 throughout World War II and beyond. She first served as a ground instructor, teaching officers the basics of navigation, meteorology and civil air regulations, even though she herself was not a pilot.

"I was not a pilot, but I'd done a lot of Red Cross instruction," said Morse. "In those days of the civilian pilot training corps, kids were given ground instruction before they went in the military to get a head start on flying."

She read in the newspaper CAP needed instructors, and she volunteered. "They did not have cadets when I went in, so I was teaching pilots," she remembered. Though she had a staff sergeant rating because of her

experience in civil aeronautics, she wouldn't take the stripes until she could drill the troops. "So, I learned how to do it," she said.

Morse progressed through the ranks — from enlisted to officer sta-

tus. Her staff assignments included instructor, squadron assistant training officer, wing assistant training officer, wing supply officer and wing fiscal officer. In 1953, she became Delaware's first female wing commander and the only female wing commander nationwide. She served in this prestigious position for 23 years.

She then served as Middle East Region commander for three years. This assignment covered Delaware, Maryland, North Carolina, South Carolina, Virginia, West Virginia and the District of Columbia. In this capacity, she again broke new ground by being the first woman to serve on the CAP National Executive Committee.

She is especially proud that two of the cadets who served under her, Richard L. Anderson and S. Hallack "Hal" DuPont, went on to be CAP national commanders.

Morse won many awards during her CAP career, including the



Lt. Col. Louisa Spruance Morse is shown in the uniform worn by Civil Air Patrol officers from December 1944 to August 1951.

wartime Courier Service Ribbon, Wing Commander of the Year for 1969, Regional Commander of the Year and the Distinguished Service Award with four bronze clasps. She was inducted into the CAP Hall of Honor in 1982 and the Delaware Aviation Hall of Fame in 2003.

Her years in CAP were a family affair. Her husband, Lt. Col. Albert W. Morse Jr., an Army Reserve officer, was a member of the Delaware Wing where he held many posts. Their son, William, was a cadet.



“When there would be a mission, we’d start from the house,” she recalled. “I’d get on the radio or the phone, and we’d run things from the house until we’d reach people. We’d get the calls about 4 a.m., usually.”

Morse continued to serve CAP through her work with the CAP National Historical Committee, which she founded. As national historian, she compiled a book chronicling the history of CAP uniforms, insignia and ribbons, and another recording corporate leadership. She has also transcribed oral history interview tapes of many of CAP’s early members, including those who served in the Coastal Patrol during World War II.

Her reason for dedicating many



Lt. Col. Ben H. Stone, right, with friend Maj. Ralph deAvila, a fighter pilot during World War I and coastal pilot for CAP, pose by a C-45 Expeditor at Bolling Air Force Base in Washington, D.C., around 1950.

of her 93 years to CAP? “I believe strongly in the missions of CAP,” she said, “and was glad to find an interesting and rewarding volunteer service.”

Lt. Col. Ben H. Stone

Ben Stone loved airplanes and was fascinated with aviation as a young boy growing up in Worcester, Mass., where he was born in 1914. Although his father was dismayed at his son’s attraction to what he called “those machines of the devil to be used in war,” young Ben’s zeal for aircraft was only enhanced when, as a Boy Scout, he got to work at a local

air show and saw such famous pilots as Jimmy Doolittle, Frank Hawks, Willie Messerschmitt and aviatrix Thea Rasche. After taking a test ride in a WACO 9 biplane at a local airfield, he was hooked for life.

His father relented, allowing him to attend Parks Air College at St. Louis University where he earned a degree in aviation management with honors. After graduation, while teaching Navy aviators to fly at Holy Cross College and Worcester Polytechnic Institute, both in Worcester, he was asked by CAP to teach flying on the weekends. “I happily joined and started my 65-year sojourn with CAP,” he said.

During those years, he held almost every office or committee chairmanship except wing commander and vice commander. A self-described “100-percent patriot who loves my God, my country and my family,” Stone said it is the cadets who have kept him motivated. “The young men and women in the cadet corps of CAP are our future leaders and need help in understanding their future role in leading our country,” he said.

Stone worked with many cadets in Massachusetts and Georgia. He was commander or on staff for summer encampments for 15 years in

Continued on page 33

AE Education *Takes Flight*

Sorenson's Vision, Leadership Paved Way

By Jennifer A. Kornegay

A pioneer in aerospace education, the late Jack Sorenson brought his dynamic personality and inspirational ideas to bear on behalf of Civil Air Patrol for more than 30 years as director of aerospace education at CAP National Headquarters. With his booming voice and larger-than-life presence, Sorenson took the charge of CAP founder Gill Robb Wilson to heart and worked tirelessly to promote aerospace education both within and outside of CAP until his death in 1998. Perhaps his most recognizable contribution was the founding of the National Congress on Aviation and Space Education in 1968.

Today, NCASE is the premier aerospace education



The late Jack Sorenson was founder of the National Congress on Aviation and Space Education, the nation's premier aerospace education conference.

conference held in the country. It is designed to stimulate and foster an understanding of aviation and space education and to encourage teachers to incorporate aerospace education into their curriculum. Presented annually since its inception, NCASE brings together educators from across the nation to learn from a variety of gifted speakers and motivational teachers.

Sorenson also launched CAP's Aerospace Education Member program, which provides teachers who join with free classroom materials and lesson plans.

Mary Anne Thompson, president of the Air Force Association's Aerospace Education Foundation from 2002-'06, worked with Sorenson as an AEM and sen-

“Sorenson showed us the key to the future is our young people, and if you reach them early, they will respond and they will be responsible and contributing citizens as adults.”

Mary Anne Thompson — President, Aerospace Education Foundation

ior staff member of NCASE for more than 30 years. She remembers her friend and mentor fondly.

"I often say Jack's greatest contribution was that he was a true visionary, and he had the personality and magnetism to make his vision come together," she said. "Very few people can do that. His personality was so strong and his vision was so strong, you just wanted to do things with him and for him — and do them well."

Thompson wasn't the only person motivated by



Jack Sorenson and his wife Sam are shown at one of the many aerospace education conferences he helped implement.

"He knew it was a magnificent tool for general learning, a way to capture kids' imaginations and get them more involved in their studies," said Thompson.

Sorenson was innovative in addressing this goal. While he pushed CAP to produce quality materials, like textbooks for the cadet program and aerospace education curriculum materials for teachers, he also taught them how to integrate aerospace ideas into other subjects. His vision for this concept included creation of Falcon Force, an interdisciplinary learning kit for upper elementary grades.

"This was important because in the early '70s when we were doing all of this, there were no separate aerospace education teachers, no classroom time set aside for it," Thompson said.

According to his wife, Margaret, better known as

“He was dedicated to CAP, especially aerospace education. CAP was so important to him, and NCASE was his life. He lived and breathed it.”

Margaret “Sam” Sorenson

Sorenson's drive.

"He worked with famous names in aerospace like renowned aviators Chuck Yeager and Scott Crossfield, and they had the same reaction. They did what he asked, and were moved to do their best," Thompson said.

Sorenson's goals for the AEM program were to motivate aerospace education teachers and to make sure they had the very best resources and support.

"He felt it was CAP's obligation to provide our educational system with the best of the best when it came to aerospace education," said Thompson. "He could see that if we don't reach young people at an early age with motivated teachers who have the right tools, and in CAP through cadet programs, that we would lose the technology battle."

Sorenson also understood the global value of aerospace education.

Sam to Sorenson and her close friends, CAP's AE program was as important to Sorenson as he was to it.

"He was dedicated to CAP, especially aerospace education. CAP was so important to him, and NCASE was his life. He lived and breathed it," she said.

Sorenson's legacy not only continues to benefit CAP, but also the lives of countless youth through educational systems nationwide.

"Sorenson showed us the key to the future is our young people, and if you reach them early, they will respond and they will be responsible and contributing citizens as adults," Thompson said. "There are many of us who would not have accomplished a third of what we have in our lives if not for Jack." ▲



CAP Celebrates first 65



Civil Air Patrol became a permanent peacetime institution on July 1, 1946, when President Harry S. Truman signed Public Law 476, which established it as a federally chartered, benevolent, civilian corporation. Looking on during the signing was Maj. Gen. Fred L. Anderson, representing the Army Air Force Air Staff, and Brig. Gen. Earle L. Johnson, right, CAP commander during World War II.



1940s

Known then as "Flying Minutemen," a CAP Coastal Patrol aircrew prepares for a mission during World War II. CAP subchasers flew more than 24 million miles over the Atlantic and Gulf of Mexico defending America's coastline from German U-boats that were preying on coastal shipping early in the war. In the end, they spotted 173 subs, dropped bombs or depth charges on 57 of them, destroyed two and helped sink many more by directing shore-based fighting units to their targets.



A Legacy of Service

Years of National Service

In August 1958, President Dwight D. Eisenhower met with cadets from CAP and the International Air Cadet Exchange in the White House Rose Garden. In his remarks, Eisenhower said: "Nothing today is more important than the advancement of a stable peace, a peace with justice. Nobody is going to have a better opportunity to put his shoulder to that work than you people right here . . . If you can do that, no matter what work you do, whether you become an air chief marshal or a general of all the the air forces, or anything else, if you can do that, you will be doing the most useful thing I can think of for this coming half-century."



1950s



Cadets gather around the wing of a T-33 Shooting Star for lessons on gyroscopes and jet flight from an Air Force instructor and two pilots during a CAP encampment at Mitchel Air Force Base, Long Island, N.Y. The photo appeared in the May 1956 issue of *National Geographic*.

In May 1962, President John F. Kennedy also met with CAP cadets in the White House Rose Garden. He emphasized the vital role CAP plays in supplying future cadets for the Air Force and helping rescue downed military and civilian aviators. "This is a very valuable service which you render to our country . . . and I'm sorry I wasn't in it [CAP] when I was younger."



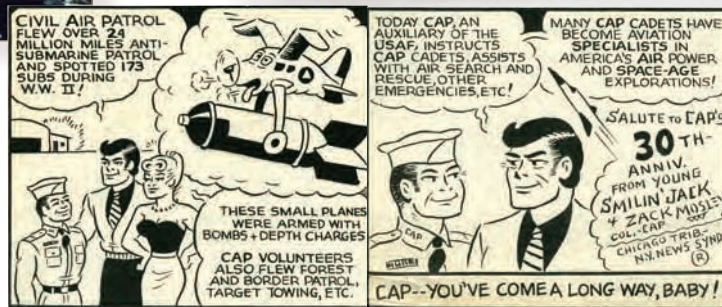
1960s

Poised for the Future



Colorado Wing members carry out an Air Force-assigned search and rescue mission in 1975 for a downed aircraft in the Rocky Mountains. In the '70s, CAP members nationwide flew more than 300,000 hours on search missions and saved more than 300 lives.

1970s



A "Smilin' Jack" comic strip by CAP member and cartoonist Zack Mosely commemorates CAP's 30th anniversary in 1971. Mosely served as commander of the Florida Wing during World War II and achieved the rank of lieutenant colonel. He was considered to be CAP's visual historian after publication of his nationally syndicated "Smilin' Jack" strip, which was based on his own CAP experiences. The strip was retired on April 1, 1973 after appearing in the nation's leading newspapers for four decades.



1980s

The Connecticut Wing Flying Sharks — flying Beechcraft T-34 Mentors — were photographed in a left-echelon formation over New York's Long Island Sound in the early 1980s. The Mentors were flown by CAP for more than 25 years and were used as spotter and general utility aircraft during the 1970s, '80s and '90s.

Cessna Fleet Sales Team Leader Russ Meyer III hands over the keys to a new Cessna 172R Skyhawk on Nov. 25, 1997, to CAP National Commander Brig. Gen. Paul Bergman, as CAP's first executive director, Col. Paul Albano and Doug Smith, Cessna's director of Single-engine sales and marketing, look on. CAP purchased 20 new Skyhawks that year — the first new-aircraft buy in more than a decade — after Cessna resumed building the planes in its new Independence, Kan., production plant.



1990s



At the request of New York Gov. George Pataki, New York Wing aircrews were the first to fly over Ground Zero on Sept. 12, shooting aerial imagery of damage on the ground and of debris on rooftops. As America dealt with the realities of the previous day's terrorist attacks, so too did CAP. Thousands of members in every CAP region became involved in emergency service missions on the ground and in the air in response to 9/11.



2000s



A Pennsylvania Wing member documents a home address and the extent of damage there, and whether or not contact was made with its residents in the wake of hurricanes Katrina and Rita, which devastated areas of the Gulf Coast in August 2005. In response to Katrina and Rita and two other major hurricanes that year, CAP members from 17 wings flew more than 1,000 air missions and conducted more than 131 ground missions, during which over 4,200 homes were visited and contact with over 8,500 residents was made.

Poised for the Future

In October 1944, a Knoxville newspaper ad offered flying lessons. With a husband stationed at MacDill Air Force Base in Tampa, Fla., and a laundry business to run, Evelyn Bryan Johnson wanted a respite from constant work. She found it in a Piper Cub.

Flying was, as she often remarked, “love at first flight.” Johnson went on to earn a pilot’s license, a commercial license and instructor’s credentials. She was the first woman in Tennessee to receive a Civil Aeronautics Administration examiner rating, and she later became the top national pilot examiner for them.

A chain of serendipitous events led to Johnson’s becoming sole owner of a flight instruction school in Morristown, Tenn. Her dedication, care and the “tough love” she gave her fledgling pilots as they took to the skies was legendary. A student dubbed her “Mama Bird” — an apt title that was adopted by George Prince, who wrote her biography.

Joining CAP on Dec. 28, 1949, Johnson was awarded the rank of lieutenant colonel in 1968. Her deep passion for flying inspired cadets of the Morristown Cadet Squadron. During her long affiliation with CAP, she participated in numerous search and rescue missions, taught hundreds of cadets to fly and promoted flying through personal appearances and speeches. In May 2005, CAP presented her with a 50-Year Member Award and a life membership.

Johnson won numerous awards for flying and flight instruction. She also participated in 12 Powder Puff

Derbies. A member of the prestigious Ninety-Nines since 1947, she was chosen by the organization as one of the 100 most influential women in the country. As the 20th woman in the U.S. to earn a helicopter pilot’s

license, she was also a member of the elite “Whirly Girls” organization and certified as a helicopter flight instructor, though she did not particularly like flying helicopters.

In spite of having to make several emergency landings over the years, Johnson never scratched any of the planes she flew. As for skydiving or even parachute jumping, her straightforward remark was, “Why should I want to jump out of

a perfectly good airplane?”

She encouraged everyone she met to learn to fly. One of her favorite comments is, “Time flies, why don’t you?”

Johnson has been manager of the Moore Murrell Municipal Airport in Morristown, Tenn., since it was first organized in 1955. In the course of a TV interview a few years ago, she was asked when she was retiring. “When I get old enough — I am only 95,” she replied.

Johnson holds the Guinness Book of World Records accolade for logging more flying hours than any woman on earth (60,000-plus).

Recently, a horrendous car accident necessitated the amputation of Johnson’s left leg. At present, she is recovering in a nursing home near Knoxville, Tenn. Though “Mama Bird” has returned to the nest for now, her courageous spirit still soars.

If you would like to send Evelyn Johnson a card, the address is P.O. Box 666, Jefferson City, TN 37760. ▲



‘Mama Bird’

Lt. Col. Evelyn Bryan Johnson

By Janet Adams

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Charter Members' **Legacy of Service**

Continued from page 25

Massachusetts and two years in Georgia in the 1950s and '60s. As a tribute to his work with cadets, the Georgia Wing named its most outstanding cadet award after him.

During the early 1970s, he and other CAP members used their own funds and donations from local businesses to build a Search and Rescue Center at Grenier Air Force Base in Manchester, N.H., with no help from the government. "Today, that doesn't seem so significant, since all communication is via the

Internet and handheld transceivers," he said.

This was the only such center at the time, and CAP members manned it 24/7. "A search for a downed plane was started immediately. We searched the entire Northeast Region for any downed planes, covering nine states," he said.

A surprise encounter during CAP's 50th anniversary celebration held in Washington, D.C., stands out as a unique memory for Stone. He met America's first astronaut, retired Navy Rear Adm. Alan Shep-

ard, who recognized him as the pilot he met at Derry Airport in New Hampshire.

"He said he was one of those kids who hung around the airport hoping to get a free ride from the flyers and aviators coming in and out of the field," Stone said. "He told me I had given him one of his very first flying lessons when I took him up for a ride and let him fly my plane. Now that is a memorable memory!" ▲

Assisting with this story was Capt. James L. Shaw Jr., CAP National Headquarters.

Poodle skirts and rock-n-roll! The 1950s were a classic and fun time in American history. World War II had come to an end and the Civil Air Patrol had shifted its focus from

war-time efforts to emergency services, aerospace education and cadet programs. During this era, a young lawyer from Ohio decided to join CAP, and his programs and initiatives still resonate today.

Brig. Gen. Lyle Castle, 84, served as chairman of the CAP National Board from 1965-'68. Castle, along with Gens. Samuel DuPont and William Patterson, are credited with introducing a modified cadet program, which is essentially the same program that exists today.

"They largely shepherded the new cadet program into being and nurtured it into the program it is today," says former CAP National Commander (1993-'96) Brig. Gen. Richard L. Anderson.

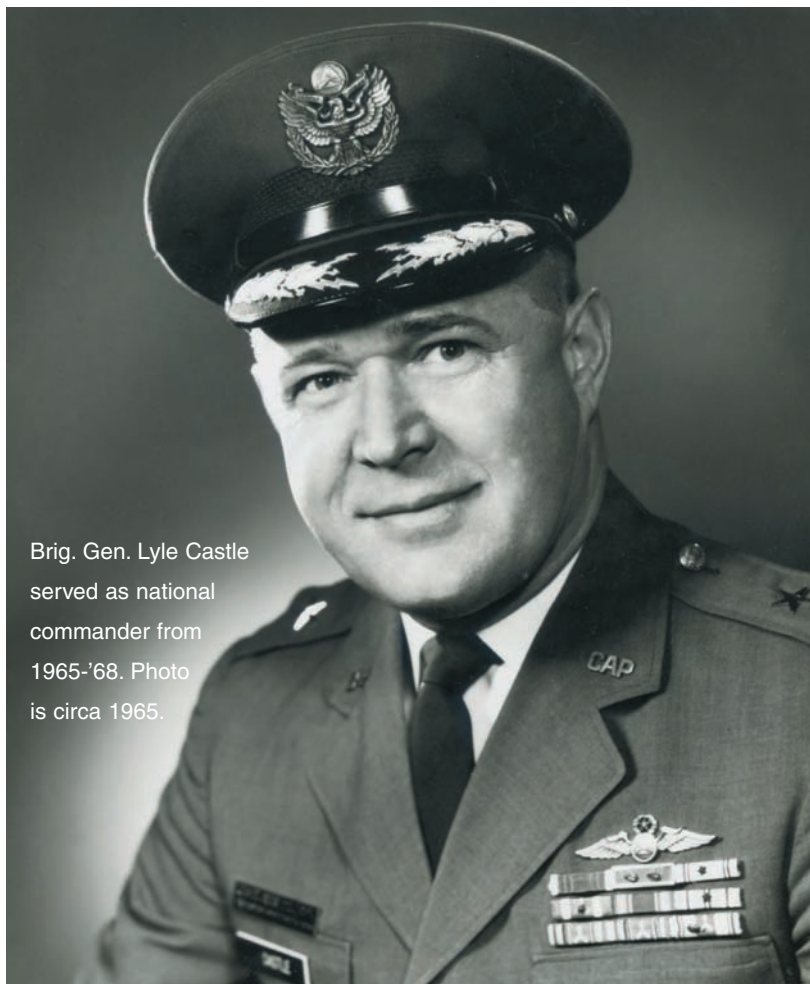
In addition to his contributions to cadet programs, Castle, who is now retired and living in Florida, is also particularly proud of another program he helped institute while serving as chairman — a new aircraft purchase program. Previously, CAP flew leftover Air Force planes or member-owned aircraft to carry out their missions. Under the new program, the wings were responsible for fundraising to purchase a better fleet of planes — Piper Cherokees.

Castle, a decorated war veteran and former POW, served under Gen. Douglas MacArthur during World War II. Castle also reached the pinnacle of success in his personal career while serving as a judge in the state of Ohio for more than 20 years. Prior to becoming national commander, Castle served as the Ohio Wing's director of operations.

Castle said he found success in each endeavor by implementing the same set of core values.

"We paid attention to morals,

ethics and a code of conduct as our core values, and our leadership set the example," he said in a recent interview. ▲



Brig. Gen. Lyle Castle served as national commander from 1965-'68. Photo is circa 1965.

Castle's Core Values

The Legacy of CAP's Commander with the Oldest Term of Service

By Kimberly Barnhart

CAP's National Commanders

CAP National Board Chairmen/ National Commanders

1948 – 1959	Gen. Carl A. Spaatz, USAF (Ret.)
1959 – 1960	Brig. Gen. D. Harold Byrd, CAP
1960 – 1962	Brig. Gen. William C. Whelen, CAP
1962 – 1965	Brig. Gen. Paul W. Turner, CAP
1965 – 1968	Brig. Gen. Lyle W. Castle, CAP
1968 – 1970	Brig. Gen. F. Ward Reilly, CAP
1970 – 1973	Brig. Gen. S. H. DuPont Jr., CAP
1973 – 1976	Brig. Gen. William M. Patterson, CAP
1976 – 1979	Brig. Gen. Thomas C. Casaday, CAP
1979 – 1982	Brig. Gen. Johnnie Boyd, CAP
1982 – 1984	Brig. Gen. Howard L. Brookfield, CAP
1984 – 1986	Brig. Gen. William B. Cass, CAP
1986 – 1990	Maj. Gen. Eugene E. Harwell, CAP
1990 – 1993	Brig. Gen. Warren J. Barry, CAP
1993 – 1996	Brig. Gen. Richard L. Anderson, CAP
1996 – 1998	Brig. Gen. Paul M. Bergman, CAP
1998 – 2001	Brig. Gen. James C. Bobick, CAP
2001 – 2004	Maj. Gen. Richard L. Bowling, CAP
2004 – 2005	Maj. Gen. Dwight H. Wheless, CAP
2005 – present	Maj. Gen. Antonio J. Pineda, CAP

1969 – 1972	Brig. Gen. Richard N. Ellis, USAF
1972 – 1975	Brig. Gen. Leslie J. Westberg, USAF
1975 – 1977	Brig. Gen. Carl S. Miller, USAF
1977 – 1980	Brig. Gen. Paul E. Gardner, USAF
1980 – 1981	Brig. Gen. H. W. Miller, USAF
1981 – 1984	Brig. Gen. David L. Patton, USAF
1984 – 1989	Col. John T. Massingale Jr., USAF
1989 – 1990	Col. Clyde O. Westbrook Jr., USAF
1990 – 1992	Col. Joseph M. Nall, USAF
1992 – 1995	Col. Ronald T. Sampson, USAF
1995 – 1998	Col. Garland W. Padgett Jr., USAF
1998 – 2001	Col. Dennis B. Parkhurst, USAF
2001 – 2002	Col. Albert A. Allenback, USAF
2002 – 2005	Col. George C. Vogt, USAF
2005 – present	Col. Russell Hodgkins, USA

This artwork illustrates highlights from the life of Brig. Gen. Lyle Castle, who served as chairman of the CAP National Board from 1965-'68.



CAP-U.S. Air Force Commanders

1941 – 1942	Maj. Gen. John F. Curry, USAF
1942 – 1947	Brig. Gen. Earle L. Johnson, USAF
1947	Brig. Gen. Frederick H. Smith Jr., USAF
1947 – 1955	Maj. Gen. Lucas V. Beau, USAF
1956 – 1959	Maj. Gen. Walter R. Agee, USAF
1959 – 1961	Brig. Gen. Stephen D. McElroy, USAF
1961 – 1964	Col. Paul C. Ashworth, USAF
1964 – 1967	Col. Joe L. Mason, USAF
1967 – 1968	Brig. Gen. William W. Wilcox, USAF
1968 – 1969	Maj. Gen. Walter B. Putnam, USAF

50 *Years and* Counting

By Jennifer S. Kornegay

Want to know the inside scoop on the Minnesota Wing? Interested in the beginnings of CAP's cadet program or the legacy of emergency services? For answers, look no further than the Minnesota Wing's director of professional development, Lt. Col. Thomas O'Connor.

With over 50 years of service, beginning at age 14 as a charter member in CAP's first cadet squadron, O'Connor is the organization's most experienced historian. In 1999 and 2000 he was named National Historian of the Year. Of course, he has lived through most of the missions and moments he has chronicled, and his recollection of those momentous moments are still impressive.

"The people of CAP have kept me passionate and involved," he said of his five decades of service. "When you are

Lt. Col. Thomas O'Connor was a cadet in the first-ever CAP cadet squadron formed in the 1940s.



The late Lt. Col. Lorretta O'Connor, shown here in 1960, initially joined CAP to help her husband get the needed numbers to form a new squadron.



working with great people who have common interests and everyone wants to work as a team, it is so fulfilling.”

O'Connor joined CAP in Minneapolis, Minn., in 1942, during the middle of World War II, when patriotic spirits were high in America and his young dreams were spiraling even higher. “A friend of mine got me interested,” he said. “We went down to see what it was all about. It looked good, so we joined.”

Soon he emerged as a leader. “I became cadet commander in 1944, and after I returned from military service in 1947, I became commander of the unit,” he said.

Uncle Sam called him again in 1951, and he took CAP with him. While stationed in California, he began the Merced Squadron with the help of his wife, Lorretta. “I got my wife into CAP when I formed the squadron in California,” he said. “I came home one day and said, ‘If I don’t get enough members, we won’t get our charter, so here, sign this!’ And she did. She was reluctant, but then she really got into it, and she gave so much of herself.”

When Lorretta died a few years ago, she had been an active CAP member for 50 years.

O'Connor has held many titles and positions with his home wing over the years, including director of opera-

tions, emergency services director, assistant operations officer, cadet program director and director of administration and personnel. He now holds master ratings in four specialty tracks, has been involved in encampments in five states, holds Gill Robb Wilson certificate #154 and has been recognized with numerous honors, including the Meritorious Service Award with three bronze clasps.

When asked about his continued dedication to CAP and his many activities and accomplishments, the 78-year-old’s answer was simple: “CAP is one of the top volunteer organizations in the world,” he said. “I’ve been around the world and seen a lot of things, but the camaraderie, patriotism and sincerity of everyone involved is what sets CAP apart.”

O'Connor went on to praise the cadet program that gave him his start.

“The cadet program is so important, because it gives young people the opportunity to learn teamwork, to look outside of themselves and to work for others,” he said. “It keeps them going down the right track in life. There are so many youth organizations now, but the cadet program offers more than all of them. Being a CAP cadet matured me and taught me about responsibility.” ▲

Over the past 65 years, more than 300 members have contributed 50 or more years of service to Civil Air Patrol! What a phenomenal impact these members have made and continue to make. Their commitment to CAP has oftentimes been complemented by the service of a spouse, children and even grandchildren. Collectively, their impact is a staggering 16,500 years contributed to CAP's Missions for America. These members have truly set the tone and pace for true patriotism in America and a standard for future generations.

Lt. Col. Bobbie Abel
Lt. Col. Stanton W. Altzman
Lt. Col. Amanda Anderson
Lt. Col. John Anderson
Col. S. Ayers
Lt. Col. Eleanor P. Baker
Maj. C. Balentine
Col. John Barainca
Col. Marcus Barnes
Lt. Col. Leroy E. Barnett
Lt. Col. Milo Barnhard
Brig. Gen. Warren Barry
Col. William Bass
Lt. Col. Royce Beacham
Ch. (Lt. Col.) Jerrold Beaumont
Lt. Col. William T. Beckler
Col. Frederick Bell
Col. Robert C. Bess
Lt. Col. Albert Beutler
Lt. Col. Jack R. Birchum
Lt. Col. Shirley Blackburn
Col. Leonard Blascovich
Maj. Gary Blauvelt
Lt. Col. Chester A. Blucher
Brig. Gen. James Bobick
Col. Herman H. Botie
Lt. Col. Robert Boucher
Brig. Gen. Johnnie Boyd
Lt. Col. Madeline Boyes
Lt. Col. John Boyle
Lt. Col. Miles T. Brookes
Lt. Col. Ernest A. Brookfield
Brig. Gen. Howard Brookfield
Lt. Col. Glenn Brooks
Col. John R. Buschmann
Col. Ramon Busick
Capt. Robert Byrne
Lt. Col. Beaufoord W. Caldwell
Lt. Col. Elsie E. Caldwell
Col. Floyd Callihan
Lt. Col. Christopher Camuso
Lt. Col. James O. Carr
Col. James E. Carter
Lt. Col. Rita B. Carter
Brig. Gen. Thomas C. Casaday
Brig. Gen. Lyle Castle
Lt. Col. Clyde Chamberlin
Lt. Col. Swithin Chandler
Lt. Col. Chris Chaney
Capt. Edward Chlapowski
Lt. Col. Fred W. Christian
Lt. Col. Vincent F. Cipriano
Lt. Col. William Clarke
Lt. Col. Robert T. Colby
Capt. Edward Condon
Lt. Col. Ruth Congram
Capt. Frank Conti
Capt. Robert G. Cook
Capt. Robert Cook
Lt. Col. Julian F. "Tweed" Cottrell
Lt. Col. Warren Cottrell
Lt. Col. Edward Crankshaw
Col. Peter Crasher
Lt. Col. Frank Crisci
Lt. Col. Helen Crofford
1st Lt. Dwight E. Crumpton

Sr. Mbr. Max Culp
Lt. Col. David Culver
Lt. Col. William J. "Buzz" Curran
Lt. Col. George D. Addio
Lt. Col. William V. Darby Jr.
1st Lt. John E. Daugherty
1st Lt. William Davidson
Lt. Col. Warren B. Davis
Lt. Col. William Day
Lt. Col. Henry Deutch
Lt. Col. Francis Dianna
Lt. Col. Thomas Dickinson
Lt. Col. Joseph Dilion
Maj. David Ditzel
Lt. Col. Omer Dockstader
Lt. Col. Harry C. Dodge
Lt. Col. William Doole
Lt. Col. Benjamin Douglas
Maj. Charles Duckworth
Sr. Mbr. James Dunn
Brig. Gen. S. "Hal" DuPont
Lt. Col. Howard L. Dyer
Maj. Allen Earnhardt
Lt. Col. Gordon M. Ebbert
Lt. Col. Gary Eberhardt
Maj. James A. Emanuel
Maj. Carlos B. Esteva
Lt. Col. John Evans
Lt. Col. Gladys H. Faust
Col. Kenneth D. Faust
Lt. Col. Thomas Flanagan
Capt. Lewis C. Fletcher
Col. Jacquelyn Floyd
Lt. Col. Joseph I. Frakes
Lt. Col. John Frank
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Maj. Derwin Hammond
Lt. Col. George Hanrahan

Lt. Col. Herman Hansen
Maj. Orbin Harber
Col. Vernon Harms
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Lt. Col. Lloyd Hashman
Lt. Col. Ila Headman
Lt. Col. Lisa Hebo
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Maj. James H. Hocutt
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Maj. William Jones
Capt. Charles Joyce
Capt. Fred Kaplan
Lt. Col. Richard Kastias
Lt. Col. Jerry L. Keesee
Maj. John Kizis
Lt. Col. William P. Knight
Maj. Jack Koons
Col. Paul A. Kopczynski
Lt. Col. Kenneth Krause
Lt. Col. Gertrude Kulig
Lt. Col. John H. Kunsemiller
Lt. Col. James Lacey
Lt. Col. William D. Lafazia
Lt. Col. Marshall Lambrecht
Lt. Col. Richard Lamirand
Maj. Joseph W. Leonard
Lt. Col. Joseph B. Lepiscopo
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Lt. Col. Raymond Peterson
Capt. Henry Petri
Capt. Beverly Petty
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Lt. Col. Albert Plotkin
Lt. Col. Anne Price
Col. John F. Price
Lt. Col. John F. Price
Lt. Col. Lucille Price
Lt. Col. Sterling Queen
Col. Gerald Quilling
Maj. Gerald Reblin
Col. Arthur Rediske
Lt. Col. Marilyn A. Rey
Lt. Col. Agnes Richards
Lt. Col. Daniel P. Ritchie
Lt. Col. Max Robertson
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Capt. Boykin Roseborough
Lt. Col. Ray Route
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Maj. Thomas E. Rushan
Col. June G. Ruth
Col. Richard Salsman
Capt. Thomas Sanders
Lt. Col. Keith Sargent
Lt. Col. William Savage
Capt. Charles Schack

Lt. Col. William "Bill" Schell
Maj. Delbert Schubauer
Lt. Col. Gary H. Schulz
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Maj. Donald Witt
Lt. Col. Richard Wonson
Col. Herbert M. Wood
Lt. Col. Charlotte P. Wright
Capt. Richard Wright
Lt. Col. George Yarchak
Lt. Col. William K. Young
NOTE: The names on this list were supplied by the wings and is effective as of Oct. 1. If a name was inadvertently omitted or is incorrect, please contact your wing administrator.

True Patriots

CAP Salutes Members with 50 Years of Service



If the files were stacked into one pile, it would be approximately 11 feet high.

The acquisition of the most unique historical find in Civil Air Patrol's 65 year history, the nearly complete office files from Coastal Patrol Base 16 in Manteo, N.C., was recently announced by Lt. Col. A. William Schell Jr., CAP's national curator.

The find consists of five 24-inch by 13-inch cardboard file boxes and a sixth half-size box, which apparently had lain untouched since the base closed in late 1943. They are the only known set of files from any of CAP's World War II missions.

The find provides a goldmine of information about the daily workings of a Coastal Patrol base, said Schell, who estimates it could take up to a year to properly inventory every piece of correspondence.

"We may be able to reconstruct the day-to-day activities during almost the entire existence of the base," he said.

The files contain such items as the morning and evening roll calls that show who was present for duty or on leave, personnel pay records, the daily condition of the aircraft and the records and observer reports of every flight made from the base. Also included is a vast amount of correspondence from CAP National Headquarters. One letter cautioned flight crews to carefully distinguish between

submerged whales and submarines when calling in reported sightings. Other files dealt with routine operations and maintenance.

When the base closed in September 1943, the commander, Maj. Allen H. Watkins, packed up the files and had them shipped to his home. Apparently, he never threw anything away, said Schell.



Lt. Col. A. William Schell Jr. is CAP's national curator.

These files are now a part of the extensive historical archives belonging to National Headquarters, a small part of which is displayed each year at CAP National Board meetings, region and wing conferences and other special events. The files, along with the Col. Les Hopper's photograph collection on loan to the CAP Historical Foundation, are now an important part of the CAP historical archives, the largest and most complete collection of CAP

insignia, uniforms and memorabilia in the nation.

While there are approximately 1,000 unit and special activity patches in the archives, there are still many obsolete ones in the possession of older and retired or separated members. These are urgently being sought, along with photographs, T-shirts, caps, mugs, flags and all other types of memorabilia. To contribute to the collection, contact the national curator at awmschell@verizon.net. ▲

Coastal Patrol Files

Found After 62 Years



A portion of Bader Field, on Atlantic City's waterfront, is seen beyond Sandcastle Stadium. The field, home to one of CAP's first Coastal Patrol bases, was recently closed.

Bader Field Closes

By Kimberly Harper

The municipal government of Atlantic City, N.J., recently closed Bader Field, home of Coastal Patrol Base 1, one of the original Civil Air Patrol antisub bases where volunteers assembled during World War II to serve America in one of her darkest hours.

"As one of the original three experimental Coastal Patrol bases, Bader Field was hallowed ground — a place where CAP volunteers, with meager resources, warded off the tyranny threatening our nation's shores," said CAP National Commander Maj. Gen. Antonio J. Pineda. "It is sad to know such a treasured piece of CAP and American history is now just a memory."

Near downtown Atlantic City, the site had been used for aviation since around 1910, according to local news reports. The city bought the tract for its municipal airport in 1922. Its coastal location was an excellent staging area for CAP, a fledgling band of citizen aviators, in

its bid to stop German sub attacks just off shore.

Desperate to stop the deadly, destructive U-boat attacks on Atlantic shipping in the early days of World War II, CAP began a bold experiment, pitting patriots in planes against the professional forces of the Third Reich. CAP designated three Coastal Patrol bases — at Bader Field, Rehoboth Beach, Del., and Lantana, Fla. — as part of a 90-day test, drawing volunteers from across the country. The first two bases were established on Feb. 28, 1942, with the Lantana base following soon afterward, according to Robert E. Neprud, author of “Flying Minutemen.”

CAP established its first two patrol bases in coastal New Jersey and Delaware to protect shipping through the Delaware Bay and along the Atlantic coast bringing oil and other supplies to Philadelphia, New York, New England and war ally Great Britain, said Drew Steketee, founder and executive director of the CAP Historical Foundation.

Base 1 airmen made a difference on their first patrol. Aircrew members spotted a torpedoed tanker and relayed its coordinates to U.S. Coast Guard rescue assets, according to Neprud.

Bader Field also boasted the first CAP Coastal Patrol planes armed with bombs and the first CAP crew to sink a U-boat. Base 1 commander Wynant Farr and pilot Johnny Haggin sank a submarine with an aerial bomb attack in July 1942, an event chronicled in “Flying Minutemen.”

Base 1’s efforts didn’t come without sacrifice. Pilot Ben Berger of Denver perished on Easter Sunday 1943

when his craft crashed on takeoff into the inland waterway near Bader Field, according to Neprud. He was one of 64 CAP members nationwide who died in the line of duty during the war.



The Goodyear blimp touches down at Bader Field in 1972 as part of the Association of Airport Executives Convention.

The Coastal Patrol experiment proved highly successful, as attacks lessened in the areas base pilots were active. CAP duplicated the effort and the success at other locations. By the end of September 1942, CAP operated 21 Coastal Patrol bases. The Coastal Patrol flew 24 million miles, found 173 submarines, attacked 57, hit 10 and

destroyed two. By Aug. 31, 1943, the military was fully prepared for anti-sub warfare. Coastal Patrol bases were shut down, but CAP continued with its other wartime duties.

According to Steketee, Bader boomed along with post-war Atlantic City and the popularity of private flying. “Bader was a busy general aviation airport, especially after the 1976 Casino Act legalized gambling in Atlantic City,” he said. However, the advent of local-service jet airliners in the 1960s required longer runways, and smaller downtown airports could no longer handle most airline traffic.

“With Bader Field gone, Lantana (Palm Beach County Airpark) in Florida is now the only remaining airport of the first three experimental Coastal Patrol bases,” said Steketee. Lantana Airport is still managed by CAP Base 3 veteran Owen Gassaway and his Florida Airmotive company, so it remains in the loving hands of someone who remembers the CAP Coastal Patrol. ▲

Patches Provide Identity, Pride

By Lenore Vickrey

Throughout Civil Air Patrol's history, patches worn on uniforms have been a source of pride for CAP members,

from cadets to generals. The small pieces of identifying fabric or leather have been created for wings, as well as units and squadrons. They have also been crafted for special activities, such as for recovery of the Space Shuttle Columbia in Texas and special counter drug missions.

"It's the esprit de corps that patches provide that makes them so important," said Lt. Col. William Schell, CAP's national curator. "It brings out the spirit of competition. You're proud of your unit, and you want to show it off."

More than 1,200 patches have been created since 1942, when the first CAP patch was made, according to Schell. "No one knows how many patches have been made, but certainly many more than the

approximately 1,200 we are presently aware of," he said.

The first CAP patch featured the generic Civil Defense blue circle with a white triangle and a red propeller. Later,

the initials "U.S." were added. "This was in case any of our Coastal Patrol fliers were captured, they would be treated as belligerents instead of civilians," Schell said.

Very early, patches were made with a cut edge, Schell said.

"They embroidered on it, then cut around the

patch." Now, patches have what is called a merrowed edge or a "rolled edge," with a protective molding of thread around them to prevent raveling. The cut edge is one way collectors can tell

the age of a patch and the other is the type of fabric used.

"Earlier patches were made entirely of cotton, which, when held under ultraviolet light, does not glow. The man-made fibers glow," said Schell.

Older patches were also made with a

looser weave, and some were even made with chenille, a loop stitch formed on the top side of fabric using heavy yarn. In addition, some early patches

were created from cut pieces of leather and designs were painted on them.

As wings were formed, patches were designed for each wing.

"Starting in 1948, various wings

submitted designs for wing

patches for national recog-

nition and official

approval," said CAP

National Historian Col.

Lenny Blascovich. It was

stipulated that officially

sanctioned patches were to

be worn on the right shoul-

der, with the left shoulder

bearing the CAP officer or

cadet patch. Later, unit

patches were allowed to be

worn on the breast, with activity patches on the shoulder.

Patches from some wings contain items associated with those states, such

as the geographic outline of

the state or some animal

or national monument

located in the state. The

patch of the Arizona

Wing, for example, was

designed in 1953 by a

Navajo as a way to thank

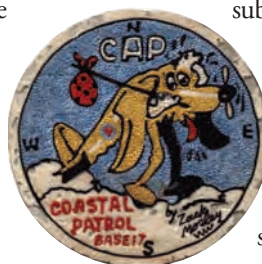
the wing for flying his

young daughter to

Phoenix so she could

be treated for polio.

This 5-inch chenille patch, designed by cartoonist Zack Mosley, was worn by CAP Coastal Patrol crews at Base 17, Suffolk, Long Island.



CAP's first shoulder patch featured a generic Civil Defense blue circle and a white triangle with a red propeller.



A Navajo designed the Arizona Wing patch as a gesture of appreciation

Wing Public Affairs Officer Capt. Joyce Kienitz said the patch has a thunderbird, a symbol of good luck, as the primary design. Its gray and blue body represents the color of CAP aircraft, and its wings are shaped to look like a building or hospital while the tail represents the wings and stabilizers of an aircraft. The "V" in the middle represents the many landing fields of the Navajo reservation. The black to the north represents an evil spirit; the white to the east represents the rising sun; the blue to the south represents the heavens; and the yellow to the west the setting sun.

Other wings have similarly distinctive patches. Hawaii's wing patch contains a pineapple, a horse adorns the Kentucky patch, while an eagle grabs an ear of corn on Iowa's patch. On the South Dakota patch, the familiar presidential faces of Mount Rushmore are seen.

Connecticut was the first wing to adopt a wing patch, according to Schell. "They designed their 'flying pup' patch during the early part of World War II," he said. The large, well-worn painted-on leather patch that is part of

Some CAP patches take a

humorous

approach, as does this Nevada Wing Sahara Hotel Squadron patch from the 1960s. The desert theme is evident in the font and in the French Foreign Legion uniform on Pluto, the cartoon canine.



Schell's collection was once worn on a proud pilot's leather flight jacket.

In 1980, the North Central Region decided to replace its wing patches with a plain

arc patch like those being worn by the regions themselves, Schell said, but this was disapproved by CAP National Headquarters. At least two wings, Minnesota and Missouri, had some patches created before the disapproval.

Other patches have humorous components, such as the Nevada Wing's Sahara Hotel Squadron from the 1960s. "As they were sponsored by the Sahara Hotel, they used arabesque-style lettering and placed Pluto (the cartoon dog) in a French For-

eign Legion uniform complete with a French kepi," said Schell.

When CAP members perform a special service, patches have often been designed to commemorate the event, such as the work done by CAP during the disastrous Mississippi River floods of 1993, and recovery

work in Texas following the tragic disintegration of the Space Shuttle Columbia.

For some CAP members, like Schell and Maj. Ace Browning of the Minnesota Wing, collecting patches has become a major hobby and a way to preserve an important



The Connecticut Wing designed this "flying pup" patch during the early part of World War II. This large, well-worn painted-on leather patch once adorned a proud pilot's leather flight jacket.



The Puerto Rico Wing shoulder patch, authorized Dec. 1, 1950, captures the island's flavor.

part of CAP history. Schell is compiling a catalog of all other CAP insignia and another of just unit and special activity patches.

He requests anyone with unit patches to e-mail him at awmschell@verizon.net to ensure theirs is included.

Browning maintains a Web site dedicated to CAP patches at www.incountry.us/cappatches/index.html and says he knows of at least 10 active patch collectors.

"My collecting started as a cadet when a neighboring unit got a new patch and I wanted to get one for my unit!" said Browning. "In the process of developing my unit's patch, I bought one of the other unit's patches I think were being sold as a fundraiser. I liked the idea of having unique patches to identify a member of a particular unit to bring unity and esprit de corps to

The Task Force Columbia mission patch solemnly commemorates the Texas Wing's recovery of Space Shuttle Columbia debris. The shuttle was lost over the skies of Texas on Feb. 1, 2003, killing all seven astronauts on board.



members who proudly wore them. "It wasn't until years later, after I started collecting CAP patches, that I realized

I wasn't just enjoying a hobby by myself," he said. "I was also providing a different kind of service to CAP and its members — preserving a part of our organization's history that might have otherwise been lost and forgotten." ▲

CAP coins represent merit deserved, excellence achieved

TRUE CHALLENGE

The custom of presenting special coins in recognition of superior achievement dates back to the Roman Empire. Coin collectors, aware of military and para-military organizations' long-standing tradition of rewarding significant career milestones, acts of bravery and valor with specially designed coins, also prize coins issued by the Civil Air Patrol. CAP coins are collectible because there are relatively few struck, and the majority of them are only presented to deserving CAP members.

By Janet Adams

CAP coins are often imaginatively designed around a meaningful logo or insignia, and some have colorful enamelware enhancing the image. Generally, they are struck from modified bronze, though a few are made of silver or gold. Yet, many members are avid collectors, and the reasons can be readily traced to each coin's origin.



An important coin known as the Phoenix was first minted in 1994. Members of the Iowa Wing's Washington-Brinton Composite Squadron were the first recipients of the coin in recognition of outstanding performance. It was subsequently awarded to other individuals or squadrons for superior performance in the CAP cadet program. The morale value of the



coin set the stage for other CAP coins to honor participants, such as the National Cadet Competition coin first issued in 2001, the Cadet Officer School coin given to graduates since 2003 and the official CAP National Commander's coin introduced in 2004, which is awarded to CAP members who excel in meeting specific challenges and goals. These coins continue to be a prized memento of the experience. Among the top coins awarded



for a special achievement or accomplishment are numbered Spaatz Association coins. CAP National Historian Col. Lenny Blascovich, an honorary member, was presented a Spaatz coin for his work in coalescing and fostering the fledgling organization in the 1960s. The association consists of a group of present and former recipients of the Gen. Carl A. Spaatz Award, and the coin honors the highest achievement for CAP cadets.

Rob Smith, deputy director of aerospace education, cadet programs and professional development at CAP National Headquarters at Maxwell Air Force Base, Ala., has a personal collection of around 45 coins. "Most of these coins are collectibles because so few are minted," he said. "All of the coins have a special meaning to me because they remind me of my positive connection to a person, a place or an event."

CAP National Curator Lt. Col. William Schell has an extensive archival CAP coin collection that includes a number of challenge coins. The history of issuing challenge coins dates to World War I when an Air Force lieutenant captured in France was unable to produce identification papers but was saved from

execution as a suspected saboteur when his French captors recognized his squadron medallion as that of an ally. So, instead of facing a firing squad he was treated to a glass of wine.

The practice of issuing military coins was revived sporadically during World War II, and coins designating specific units were issued during the Vietnam and Korean wars. Soldiers given a unit coin were expected to present it when challenged to prove membership. If the coin could not be produced, the person challenged had to buy a round of drinks.

Air Force Reserve Lt. Col. Rex R. Meyer, a CAP national aircraft accident investigator, has been collecting challenge coins for more than 38 years. He and his wife, Maj. Vickie Meyer, Southeast Region deputy chief of staff for cadet programs, joined CAP eight years ago.

Lt. Col. Meyer has created a special F-4 Phantom gold and silver coin to commemorate all the men and women who either worked on or flew that aircraft. Meyer, who worked on this plane for

most of his 38-year career, created the coin when he discovered there was not one available to recognize these men and women.

Occasionally, coins are available on the Internet; however, the most valued coins for CAP members come from participating in CAP's programs.

One of the earliest coins issued by CAP commemorated its 35th anniversary in 1976. A coin marking the 50th anniversary was unveiled in 1991 and the most recently minted CAP coin commemorates the organization's 65th anniversary.

A limited number of 65th anniversary coins are available for \$8 from Vanguard Industries. Orders may be placed by calling 1-800-221-1264.

More historical information on Challenge Coins can be found at www.militarycoins.com/history.



Lt. Col. William Schell, CAP's national curator, would appreciate receiving any coins issued by wings, composite squadrons or other CAP entities to ensure they are recorded and become a part of the permanent CAP archive. His e-mail address is awmschell@verizon.net.

Feik's Following

Cadets Benefit From Female Aviator's Experiences



More than 70 years ago, a father's love and a girl's geographic good fortune ignited a golden aviation career.

Today, at 82, Col. Mary Feik's true love is CAP cadets, to whom she imparts courage, wisdom and knowledge.

An engineer, mechanic and pilot, Feik grew up in New York near Curtiss-Wright Corp. and Bell Aircraft.

When she was 7, a Curtiss "Jenny" hummed overhead, and the eager youth asked her father if she could fly with the barnstormer. He consented, and, although the news caused her mother to faint, a legendary career was born.

A few years later, after Feik's father trusted her to assist with the family's auto business, the youth began welding at 11 and she overhauled her first engine at 13.

But not everyone believed in Feik.

"I wasn't accepted in the engineering department at the University of Buffalo because I was a girl, but my dad found out about this job with the Air Corps

teaching aircraft maintenance.

"He got the paperwork for me, made me fill it out and then he sent it in. And in two days I got a telegram that the Air Corps had hired me," said Feik.

Feik flew all of the aircraft in formation above: From left, the P-38 Lightning, the P-47 Thunderbolt, the P-63 King Cobra and the P-51 Mustang. Of all the aircraft she soared in, the Mustang was far and away her favorite. She flew over 400 hours in the famous fighter.

"You talk about tears. This was a total surprise. I was sitting at the table with some cadets, and then these three young men come up and they say, 'Col. Feik, we're going to sing a love song to you.'"

Col. Mary Feik

The news launched an incredibly exciting and wholly unique career for Feik, who went on to soar for hundreds of hours in military aircraft; fly cross country in more than a dozen other historic aircraft; develop one of the earliest flight simulators; and help restore storied aircraft like the Enola Gay.

Feik combined her skills in mechanics, engineering and writing to become lead developer of Captivair simulators at bases across the country and the author of Captivair training manuals. She developed the first Captivair simulator, a P-51C Mustang, herself, and a P-80 Shooting Star that a reporter christened “Mary’s Little Lamb.” Captivair, a shortened word for “captive airplane,” was used to describe the system she designed that used military aircraft as flight trainers on the ground.

She also wrote specifications and engineering analyses for many other Captivairs she developed at other bases.

To be able to write training manuals and troubleshoot problems on aircraft, she became a P-51 and P-80 pilot and a B-29 Superfortress flight engineer and pilot.

Feik loved it all — not just the thrill of flight, but also the camaraderie, fellowship and knowledge she gained from her colleagues, like air racer and Lockheed test pilot Tony LeVier.

For cross-country flights, she often picked her own airplane to fly: an A-26 Invader, P-61 Black Widow, you name it.

To top it off, she became the first woman engineer in research and development in the Air Technical Service Command’s Engineering Division.

After about 20 years as a civilian military engineer, Feik was hired by the Smithsonian National Air and Space Museum to restore historic aircraft like the Spad XIII, the famous French World War I biplane. She retired there as a restoration specialist.

But the woman who launched in her first P-51 Mustang at 19 isn’t resting on her laurels.

These days, she crisscrosses the country, not in search of glory, but to honor and congratulate CAP cadets with a ribbon named in her honor.

Passing the Torch

Feik’s storybook-like life is an aviation treasure chest of knowledge for CAP cadets, especially those who earn the Mary Feik Achievement Ribbon for becoming a cadet senior airman. Feik travels across the nation to present this ribbon, and she draws on her background as a mechanic, engineer and restorer to teach her cadets about aircraft design and history.

For Feik, there’s nothing better than a cadet peppering her with questions on an airplane’s design. “That’s the fun part — this interchange, this question and answer and quizzing,” she said.

Old-Fashioned Love Song

But the fun’s not all Feik’s. The cadets love her and enjoy learning from her.

If Feik didn’t know of their appreciation earlier, it became clear during the recent CAP Honor Guard Academy held at McDaniel College near Baltimore.

Feik traveled there to share her story and to personally confer a copy of her achievement ribbon on more newly christened senior airmen.

The trip included a very special surprise.

“You talk about tears,” said Feik. “I was sitting at the table with some cadets, and then these three young men come up and say, ‘Col. Feik, we’re going to sing a love song to you.’”

“This was a group of men singing to their lady. I was just so thrilled with this gift. I was mesmerized,” she said.

Life Comes Full Circle

Feik has taught her whole life, but when she started, she instructed her peers, who were crew chiefs, mechanics and pilots.

As she grew older, her students became younger; now her pupils are CAP cadets, essentially Feik’s age when her father inspired her to become an aircraft maintenance instructor.

She enjoys the opportunity to pass on her father’s wisdom.

“My father gave me four things to remember, and this is what I tell the cadets because it worked for me: First of all, ‘Always be a lady; don’t be one of the guys’;

Continued on page 50

FLYIN' FEIK

To determine flight, maintenance and safety training requirements on aircraft, Col. Mary Feik ultimately flew just about every military aircraft imaginable.

Fighters

- P-51 Mustang (North American)
- P-47 Thunderbolt (Republic)
- P-38 Lightning (Lockheed)
- P-63 King Cobra (Bell)
- P-61 Black Widow (Northrop)

Jets

- P-80 Shooting Star (Lockheed)
- T-33 T-Bird (based on the design of the P-80 with a stretched fuselage to accommodate a second pilot — used for flight training)

Attack Aircraft

- A-26 Invader (Douglas)

Bombers

- B-17 Flying Fortress (Boeing)
- B-24 Liberator (Consolidated)
- B-25 Mitchell (North American)
- B-26 Marauder (Martin)
- B-29 Superfortress (Boeing); flew both as pilot and flight engineer

Cargo

- C-47 Dakota (Douglas)
- C-46 Commando (Curtiss)
- C-121 Constellation (Lockheed)
- C-82 Packet (Fairchild)
- C-119 Flying Boxcar (Fairchild)

Glider

- CG-4A Waco (flew test flight with new synthetic fiber tow rope to determine changes in flight training)



A U.S. military test pilot speaks with Feik before her first solo flight in the P-80 "Shooting Star" in the mid-1940s.



Back in the saddle again in 2003 at a tri-wing encampment, Feik sits in an A-10 Thunderbolt II at Warfield Air National Guard Base in Baltimore.

Cadets, from left, Brian Rickman of Connecticut, Taylor Anderson of Oregon and Zachary King of New Jersey flank

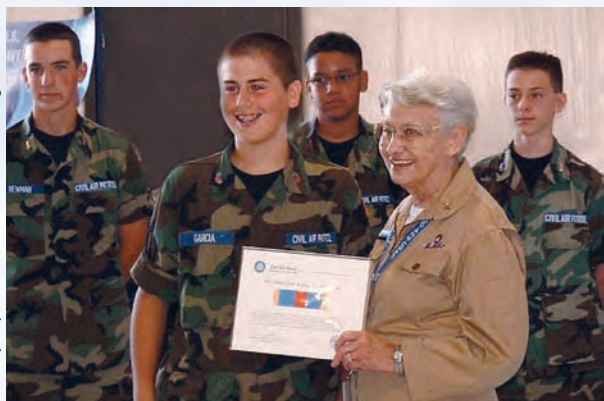
Feik in 2006 after singing her a love song of appreciation.



Photo by Maj. Loucendy Ball, Rocky Mountain Region



Cadets with Feik's Annapolis Composite Squadron in Maryland surround her during a break from a weekly meeting in 2004. Feik, a strong supporter of the Civil Air Patrol Cadet Program, travels throughout the country to present cadets who become senior airmen with the Mary Feik Achievement Ribbon.



Cadet Jordan Garcia of the Utah Wing's Sevier Valley Composite Squadron receives the Mary Feik Achievement Ribbon from Feik during her visit to Hill Air Force Base, Utah, in 2006.

Restoration of a French Spad XIII biplane — shown in this 1987 photo — was a favorite project for Feik. She restored the plane while employed at the Smithsonian Institution's Paul E. Garber Restoration facility in Suitland, Md.



Continued from page 47

and I tell the gentlemen of the cadet corps, 'Always be gentlemen; don't be one of the guys'; secondly, 'Always be competent; don't be afraid to say you don't know, but find the answer and share it'; thirdly, 'Be a team player'; and 'If you give respect, you get respect,'" said Feik.

Based on her life, Feik's father's wisdom has paid off.

Feik's desire is to see all CAP cadets find similar fruitfulness in their careers and lives.

"The last thing my dad said to me was, 'Aim high and follow your dreams,' and when I give my ribbon to the kids, that's what I tell them," she said. ▲

FEIK'S CAREER

- Credited with becoming the first woman engineer in research and development in the Air Technical Service Command's Engineering Division at Wright Field in Dayton, Ohio.
- Flew more than 6,000 hours as a B-29 flight engineer, pilot and engineering observer, as well as a pilot in fighter, attack, bomber, cargo and training aircraft.
- Designed Captivair flight trainers/simulators for aircraft such as the P-51, P-47 and P-38.
- Honored by NASA as one of 47 most significant women in aerospace.
- Earned the Federal Aviation Administration's Charlie Taylor Master Mechanic Award.
- Named a Maryland Pioneer in Aviation.
- Helped restore aircraft for 10 years at the Smithsonian National Air and Space Museum's Paul E. Garber Restoration Facility.
- Led three aircraft restoration projects, which took about three years apiece, while at Garber, and helped restore the cockpit of the Enola Gay.
- Inducted into the Women in Aviation Pioneer Hall of Fame.
- Received Order of Merit from the World Aerospace Education Organization.

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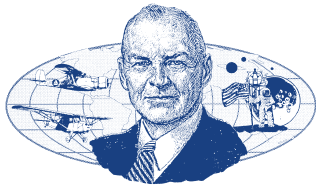
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Achievements



Gill Robb Wilson Award

Highest award given to officers who complete Level V of the CAP Senior Member Training Program. (Only about 5 percent of CAP officers achieve this award.) The officers listed below received their award in July and August.

Lt. Col. Clay W. Shepherd	AK
Maj. Guina F. Williams	AR

Lt. Col. William J. Betts	AZ
Maj. Arthur D. King	CA
Maj. Michael E. Woods	CA
Maj. John K. Mayfield	FL
Maj. David D. Lawlor	MD
Lt. Col. Clarence O. Hauck	MS
Maj. Michael A. Provencher	ND
Col. Donald C. Davidson	NH
Lt. Col. David G. Jadwin	NV
Maj. Christopher L. Smith	NY
Maj. Ira Rosenberg	OR
Maj. Ralph M. Timblin	PA
Maj. David C. Crockwell	SER
Lt. Col. George B. Melton	TN
Maj. Michael K. Cobb	TX
Lt. Col. Joseph C. Bateman	VA

Paul E. Garber Award

Second-highest award given to officers who complete Level IV of the CAP Senior Member Training Program. The officers listed below received their award in July and August.



Maj. Stuart W. Goering	AK
Maj. Kenneth A. Nestler	AK
Capt. Michael D. O'Keefe	AK
Maj. Eric L. Sherman	AL
Maj. Henry A. Lile	AR
Maj. Marina Scott	AR
Maj. Michael T. McKinney	CA
1st Lt. Christopher Ross	CA
Maj. Karl W. Schultz	CO
Capt. Robert K. Crowling	FL
Maj. John K. Mayfield	FL
Lt. Col. Earle A. Partington	HI
Maj. Suzanne H. Tomlinson	IA
Capt. Matthew R. Creed	IN
Maj. Jamine L. Gorman	IN
Lt. Col. David J. McEntire	IN
Lt. Col. Michael E. Madden	KS
Maj. Charles R. Cook	MI
Lt. Col. Terri A. Couls	MI
Lt. Col. Albert F. Moginot	MO
Maj. Michael L. Starr	NC
Maj. Edward A. Moss	NE
Maj. William E. Sander	NE
Maj. Lawrence Mattiello	NHQ
Lt. Col. Travis D. Pope	NJ
Lt. Col. Robert O. Todd	NV
Maj. Larry J. Leasure	SC
Capt. Kathleen M. Piersma	SC
Lt. Col. David D. Roberts	SC
Maj. Nancy C. McKenney	SD
Maj. Timothy J. Steppan	SD
Col. Daniel J. Levitch	SER
Lt. Col. Ronald Philip Fory	SWR
Capt. William S. Dritt	TN
Lt. Col. Andre Barlow Davis	TX
Capt. Richard S. Saunders	VA
Maj. Russell D. Garlow	WA
Maj. James A. Laird	WA
Lt. Col. Edward M. Anderson	WI
Lt. Col. Conrad C. Eggers	WI
Maj. Robert A. Ward	WI



Gen. Carl A. Spaatz Award

Highest award for cadets who complete all phases of the CAP Cadet Program and the Spaatz award examination. (Only about 1 percent of CAP cadets achieve this award.) The cadets listed below

received their award in July and August.

Marissa A. Streifel (#1607)	FL
Christie M. Ducote (#1611)	LA
Heather D. Barrington (#1609)	NH
Mark A. Leno (#1616)	NH
Jackie M. Briski (#1615)	OH
Nathan P. Kish (#1608)	OH
Susanna B. Marking (#1614)	SD
Anna M. Finn (#1613)	TX
Paul J. Kapavik (#1610)	TX
Thomas D. Wichman (#1612)	WI



Gen. Ira C. Eaker Award

Second-highest award for cadets who successfully complete all Phase IV requirements of the CAP Cadet Program. The cadets listed below received their award in July and August.

Samuel A. Tellez	CA
Jessica D. Gentry	CO
Steven C. Mellard	GA
Rebekah L. Kepple	IA
Jeffrey Becker	IL

Glenn P. Meentemeyer	IN
Dillon H. Filkins	KS
Colin C. Carmello	MD
Timothy L. Gutmann	MD
Tyler L. Todd	MS
Jonathan M. Lewis	NC
Jonathan D. Standley	NJ
Joseph R. O'Loughlin	NM
Thomas P. Carr	PA
Raynolds Cardoza	PR
Paul M. Rojas	TX
Jonathan D. Ely	VA
April S. Hylton	VA
Michael T. Schill	VT
Noah P. Schill	VT
Scott W. Jewell	WA
Adam J. Less	WI
Heather A. Martin	WI



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Great Lakes

Wisconsin Wing Watches In-Air Refueling During Flight

WISCONSIN — Fifteen members of the Wisconsin Wing's Rock County Composite Squadron got a close-up look recently of in-flight refueling missions in the skies over southern Illinois.

Seven cadets and eight officers observed first-hand the refueling of a pair of F-16 Fighting Falcon jet fighters assigned to the Indiana Air National Guard. Their vantage point was a KC-135 tanker with the 128th Air Refueling Wing of the Wisconsin National Guard. During the flight, the two F-16s practiced multiple hookups with the KC-135.

The flight marked the squadron members' second military orientation flight of the day. Earlier, they had journeyed to the 128th Air Refueling Wing's base at Billy Mitchell Airport in Milwaukee in two UH-60 Blackhawk helicopters.

One of the squadron's own — Maj. Robert Spenle, a U.S. Army National Guard chief warrant officer 4 — piloted one of the Blackhawks. >> Lt. Col. Larry L. Ochowski



Rock County Composite Squadron members prepare to board a UH-60 Blackhawk helicopter for a flight to Billy Mitchell Airport in Milwaukee, where they flew on a KC-135 tanker and observed an in-flight refueling mission.

Photo by Lt. Col. Gregory Kerr



Photo by Capt. Karl R. Katterjohn

Members of the Maryland Wing Band practice for their performance during the 2006 Korean War Armistice Day ceremony held recently at the Korean War Memorial on the National Mall in Washington, D.C.

Middle East Region

Vice President Listens to Maryland Wing's Sweet Sounds

MARYLAND — The Maryland Wing Band played for the 2006 Korean War Armistice Day ceremony on the National Mall in Washington, D.C., which featured Vice President Dick Cheney's address at the Korean War Memorial.

The band, under the direction of Maj. George Carroll, played a selection of music as the speakers — including Secretary of the Interior Dirk Kempthorne; Lee Tae-sik, ambassador of the Republic of Korea; and Herbert Tillery, deputy mayor of Washington, D.C. — assembled. Military attaches from 22 nations whose soldiers fought in the Korean conflict attended the event, along with Korean War veterans from the U.S. and South Korea.

Performing at the ceremony for the seventh straight year, the band played during the program and for the retirement of the colors by the National Korean War Veterans Honor Guard.

Among the pieces played was a South Korean military march provided to the band by 2nd Lt. Jongho Park, a euphonium player who performed in a South Korean Navy band. "The march was much appreciated by the Republic of Korea veterans," Carroll said.

"The band gave an exceptional performance," said J. Norbert Reiner, director of the Korean War Veterans Armistice Day Coordinating Committee.

Reiner relayed a question the committee received from Vice President Cheney: "Where did you get that band?" Cheney asked. "They sound very professional." >> Capt. Karl R. Katterjohn

North Central

Minnesota Wing Fine-Tunes Ground Team Skills

MINNESOTA — Leadership responsibilities and hands-on training in the field topped the agenda recently when cadets and officers of the Wesota and Hutchinson Composite squadrons completed ground team training near Winthrop, Minn.

Though Cadet 1st Lt. Andrew Puckett of the Hutchinson Squadron had completed ground team training in the past, this time he was placed in a key leadership role. "My role was to serve as a mentor and observer for the cadets, critiquing their work and pointing out areas of improvement," he said.

Cadet Staff Sgt. Hans Hibma of Hutchinson, Minn., was also placed in a leadership role as a ground team member for the first time. "It's not easy leading a ground team and keeping everyone safe and on task," he said, "but the training is a big help in developing those skills."

The training program is based on the National Emergency Services Curriculum, a task-based program that stresses practical skills. An experienced cadet and CAP officer provide the training.

The two squadrons train together a lot. There's always a need for qualified ground team members, said 1st Lt. Tim Bjur of the Wesota squadron.

"We stress teamwork and problem-solving," he said. "Throughout the training, cadets are given the opportunity to pass all tasks necessary to become a qualified ground team member or leader."

Puckett said the leadership training builds character, integrity and confidence — attributes many young people need today. >> Capt. Richard J. Sprouse



Cadet 1st Lt. Andrew Puckett, cadet commander of the Minnesota Wing's Hutchinson Composite Squadron, reviews training tasks with Cadet Airman 1st Class McKenzie Johnson of the Wesota Composite Squadron and Cadet Staff Sgt. Hans Hibma of the Hutchinson Composite Squadron.



Pennsylvania Wing cadets take a short break during their weeklong visit to the Zuni Reservation in New Mexico.

Northeast

Pennsylvania Wing Reaches Out to New Mexico Zuni Tribe

PENNSYLVANIA — Twenty-one CAP cadets and eight senior members from five Pennsylvania Wing squadrons headed more than 2,000 miles southwest recently for a week of fellowship, fun, sharing and hard work on the Zuni Reservation in New Mexico.

After flying into Kirtland Air Force Base in Albuquerque, N.M., in a Navy C-9 Nightingale from Willow Grove, Pa., they met with the Tribal Council to discuss their desire to work with the Zuni people. Work then began in earnest.

Projects the cadets and senior members performed included renovating a handicapped man's home that had been partially destroyed by fire, cleaning the sacred Zuni Cemetery, helping build bread ovens and dismantling a kiva — a room native Americans use for their religious rituals — that will be reconstructed later. The main task, though, was refurbishing a building for use as a veterinary clinic. Since no veterinarians are working among the Zuni, a group of volunteer veterinarians and technicians from the Philadelphia area later spent a week on the reservation and used the refurbished building to perform hundreds of procedures.

One special highlight at the week's end was a joint flag retirement ceremony with the Zuni's Vietnam veterans. When cadets cleaned the sacred cemetery, they found a number of American flags that needed to be retired. At the end of the ceremony, a new flag was presented to the president of the Zuni Vietnam Veterans Association.

This marked the 12th year for CAP work trips, coordinated and led by Capt. Dan Pompei, the Pennsylvania Wing's special projects officer. The trips are sponsored by Americans for Native Americans, a nonprofit organization in Doylestown, Pa., that partners with American Indians in the Southwest. >> Sr. Mbr. Mary Lee Reiff



Photo by 2nd Lt. Jacoba Sena

Pacific

California Cadets Tour World War II Submarine

CALIFORNIA — The "A" in CAP stands for air, of course, but three California squadrons took an aquatic approach recently with a night aboard a restored World War II submarine.

Members of squadrons 10, 36 and 192 got to follow in the footsteps of sailors from 60 years ago with their overnight visit to the USS Pampanito, a Balao class fleet submarine restored to mint condition.

During the CAP members' stay, they heard a presentation on the role of submarines in the Pacific during World War II — particularly the Pampanito, which made six patrols from 1943-1945, sinking six Japanese ships and damaging four others.

California Wing cadets listen intently during a presentation on the history of the USS Pampanito, a World War II submarine they recently visited overnight.

A self-guided tour of the sub's various compartments revealed recorders with commentary that included stories and firsthand accounts from former sailors on the submarine.

The Pampanito, a national historic landmark, is moored and open for visits at Pier 45 in San Francisco's Fisherman's Wharf area. >> 2nd Lt. Jacoba Sena

Rocky Mountain

IACE Expands Cadets' Horizons

COLORADO — Six cadets from Japan, the Netherlands and Canada left Colorado recently with fond memories and new friendships after experiencing the state's beauty, industry and hospitality during a 10-day visit with Colorado Wing members as part of the 2006 International Air Cadet Exchange.

Julie Anne Radcliffe and Meriam Lebel of Canada, Atsushi Tazawa and Akaya Hanano of Japan and Siemen Grin and Cheick Ho Tang of the Netherlands lived with CAP host families during their visit. Gerard van Putten of the Netherlands and Minao Maeda of Japan escorted the cadets.

The visitors' time in Colorado was filled with such activities as airplane and glider rides, air shows, a trip to the summit of Pike's Peak, target practice, horseback riding, hiking, formal and informal receptions and visits to the U.S. Air Force Academy, Wings Over the Rockies Air and Space Museum, Air Force bases and the governor's mansion.

Each year, hundreds of cadets from 20 nations broaden their understanding of aviation and experience new cultures through the exchange program. Colorado and 12 other states participated in IACE this year, involving about 70 cadets nationwide.

The IACE program began in 1946 when representatives from the U.K. Air Training Corps visited the Air Cadet League of Canada in Montreal. A resulting proposal for an air cadet exchange program involving participation on both sides of the Atlantic led to discussions between the Canadian organization and CAP. Canada and CAP first exchanged cadets in 1949, and then the U.S. launched an expansion of its own exchange program in 1952. The need for an international organization to coordinate and administer the overall exchange effort became apparent in the mid-1950s, which led to establishment of the IACE Association. >> 1st Lt. Steve Hamilton



Photo by Maj. Sid Altom

Air cadets Meriam Lebel, left, and Julie Anne Radcliffe of Canada prepare for their orientation ride during an IACE visit to Colorado.

Southeast

Florida Cadets Get Taste of Life as Marines

FLORIDA — Ten cadets and two officers of the Florida Wing's South Brevard Cadet Squadron got a five-day taste of U.S. Marine life recently during a visit to the Parris Island Marine Corps Recruit Depot in South Carolina.

1st Lt. Kevin McSparron, the squadron's commander and a Marine veteran, gave his cadets a unique glimpse of the 13-week training process Marine recruits go through.

Starting with a 6 a.m. wakeup each day, cadets interacted face-to-face with Marine drill instructors, practiced close-order drills, underwent inspections, rappelled from a 57-foot tower and conducted a simulated search for a downed pilot. During the simulation, cadets covered each other and dodged enemy sniper fire, learning the importance of teamwork.

Visits to the shooting range included use of a video game-style shooting system designed to hone rifle skills. Cadets also watched as recruits practiced bayonet training and close-quarters combat.

"The trip gave us the chance to do things few outside of the Marine Corps will ever experience," said Cadet Staff Sgt. Ben Freelin. "This experience has changed all of us. It taught us we are a team, and by working as a team we can be successful."



Photo by 2nd Lt. Beth Rosolowski

Members of the Florida Wing's South Brevard Cadet Squadron respond to a U.S. Marine Corps drill sergeant during a five-day visit to the Parris Island Marine Corps Recruit Depot in South Carolina.

Southwest

Members Run for Freedom

TEXAS — Members of the Black Sheep Composite Squadron, part of the Texas Wing's Group III, took to the streets in downtown Dallas to participate in a Freedom Run held to pay tribute to the heroes and victims of the Sept. 11 terrorist attacks.




Photo by 1st Lt. Opal McKinney

Texas Wing cadets take part in the 5K Freedom Run held in downtown Dallas to commemorate the Sept. 11 terrorist attacks.

The event, a 5K run and a one-mile walk followed by a music festival, was a fund-raiser for the Dallas Assist the Officer Foundation, which provides financial assistance to police officers and their families in the wake of severe injury or unexpected death, life-threatening illness or other unfortunate events.

Black Sheep Composite Squadron members completing the run with other Texas Wing Group III squadron members were 1st Lt. Opal McKinney, Sr. Mbr. Terri Kleinmeier, Cadet Capt. Rebecca McKinney and Cadet Tech. Sgt. Brittany Stelling.

Similar activities took place across the nation as part of a national day of remembrance five years after terrorists attacked the U.S. >> 2nd Lt Kelly Castillo



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